

**2006**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**26**

Dinwiddie County  
City of Petersburg  
Town of McKenney

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

 Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

### Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1 Boydton Plank Rd	Dinwiddie County	2.46	1500	G	96%	1%	1%	0%	1%	0%	F	0.098	F	0.658	1500	G
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23	1500	N	96%	1%	1%	0%	1%	0%	N	0.098	N	0.658	1500	N
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33	2300	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.564	2400	G
1 Boydton Plank Rd	Dinwiddie County	4.05	2300	N	96%	1%	1%	0%	1%	0%	N	0.087	N	0.564	2400	N
1 Boydton Plank Rd	Dinwiddie County	5.65	2500	G	96%	1%	1%	0%	1%	0%	F	0.092	F	0.665	2600	G
1 Boydton Plank Rd	Dinwiddie County	2.48	4100	G	96%	1%	1%	0%	1%	0%	C	0.100	F	0.655	4300	G
1 Boydton Plank Rd	Dinwiddie County	3.61	6000	G	96%	1%	1%	0%	1%	0%	F	0.095	F	0.533	6100	G
1 Boydton Plank Rd	Dinwiddie County	3.09	7800	G	96%	1%	1%	0%	1%	0%	F	0.09	F	0.587	8600	G
1 Bus 460 Boydton Plank Rd	Dinwiddie County	1.70	13000	G	96%	1%	1%	0%	1%	0%	F	0.114	F	0.704	14000	G
1 Bus 460 Boydton Plank Rd	Dinwiddie County	1.22	14000	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.523	15000	G
1 Bus 460	Dinwiddie County	0.45	13000	A	98%	0%	1%	1%	1%	0%	C	0.104	A	0.595	14000	A
1 Bus 460 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
1 Bus 460 Washington St	City of Petersburg	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	14000	G
1 Bus 460 Washington St	City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
1 Bus 460 Wythe St	City of Petersburg	1.08	8700	G	97%	1%	1%	1%	1%	0%	C	0.082	F		9500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	1%	0%	F	NA			20000	G
1 Bus 460 Wythe St	City of Petersburg	0.15	9800	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	1%	0%	F	NA			22000	G
Total:																
SR 36 Market St																

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Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1 Bus 460 36 Wythe St	City of Petersburg	0.20	10000	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
1 ALT Bus 301 460 36 Wythe St	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
1 ALT 301 Jefferson St	City of Petersburg	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3400	G
1 ALT 301 Jefferson St	City of Petersburg	0.26	660	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	720	G
1 ALT 301 3rd Street	City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	G
1 ALT 301 3rd Street	City of Petersburg	0.05	360	G	97%	1%	1%	1%	1%	0%	F	0.102	F		390	G
1 ALT 301 301 36 Bollingbrook St	City of Petersburg	0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
1 ALT 301 2nd Street	City of Petersburg	0.35	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
1 Bus 460 Washington St	City of Petersburg	0.31	9800	G	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
1 Bus 460 Washington St	City of Petersburg	0.40	9700	G	96%	1%	1%	1%	1%	0%	F	0.096	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
1 Bus 460 Washington St	City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
1 Bus 460 Washington St	City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
1 36 Market St	City of Petersburg	0.38	3500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G
1 36 Old St	City of Petersburg	0.13	3500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
  Sycamore St	City of Petersburg	0.04	<b>3800</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4100	G	
  Bollingbrook St	City of Petersburg	0.10	<b>3000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3300	G	
 Fleet St	City of Petersburg	0.12	<b>9900</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	C	0.1	F	0.523	10000	G	
 Grove Ave	City of Petersburg	0.54	<b>3100</b>	<b>G</b>	97%	1%	1%	0%	0%	0%	C	0.096	F	0.628	3300	G	
  Market St	City of Petersburg	0.38	<b>3500</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G	
 Market St	City of Petersburg	0.11	<b>3800</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.097	F	0.632	3900	G	
  Bus Wythe St	City of Petersburg	0.20	<b>10000</b>	<b>G</b>	97%	1%	1%	1%	1%	0%	F	0.094	F	11000	G		
    Wythe St	City of Petersburg	0.20	<b>13000</b>	<b>G</b>	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>28000</b> <b>G</b> 96% 1% 2%																	
  Wythe St	City of Petersburg	0.20	<b>16000</b>	<b>G</b>	97%	1%	1%	0%	1%	0%	C	0.093	F	17000	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>32000</b> <b>G</b> 95% 1% 2%																	
  Wythe St	City of Petersburg	0.30	<b>10000</b>	<b>G</b>	97%	1%	1%	0%	1%	2%	0%	F	NA	F	NA	35000	G
 Wythe St	City of Petersburg	0.30	<b>10000</b>	<b>G</b>	97%	1%	1%	0%	1%	2%	0%	F	NA	F	NA	25000	G
 Wythe St	City of Petersburg	0.43	<b>10000</b>	<b>G</b>	97%	0%	1%	0%	1%	0%	F	0.078	F	11000	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>21000</b> <b>G</b> 97% 0% 1%																	
 Washington St	City of Petersburg	0.87	<b>23000</b>	<b>G</b>	97%	0%	1%	0%	1%	0%	F	0.086	F	0.531	25000	G	
 Washington St	City of Petersburg	0.58	<b>15000</b>	<b>G</b>	97%	0%	1%	0%	1%	0%	F	0.082	F	0.542	16000	G	
 Old St	City of Petersburg	0.13	<b>3500</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G	
From SR 36; Market St To SR 36; Market St																	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
36 p 1 Sycamore St	City of Petersburg	0.04	3800	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4100	G
	From: Old St															
	To: Bollingbrook St															
36 p 1 Bollingbrook St	City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3300	G
	From: Sycamore St															
	To: US 1, US 301 2nd St															
36 301 1 ALT 301 Bollingbrook St	City of Petersburg	0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
	From: US 1, Par, 2nd St															
	To: US 1, ALT US 301 3rd St															
36 301 Bollingbrook St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		4000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5600	G	97%	1%	1%	0%	1%	0%	0%	F	0.096	F		6100	G
36 301 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
	From: 5th St															
	To: Crater Rd															
36 301 Crater Rd	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6800	G	97%	1%	1%	0%	1%	0%	0%	F	NA			7400	G
36 301 Crater Rd	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	G
	From: US 301 Par, Bank St															
36 Washington St	City of Petersburg	0.18	11000	G	97%	0%	1%	0%	1%	0%	F	0.095	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	97%	0%	1%	0%	1%	0%	0%	F	NA			24000	G
36 Washington St	City of Petersburg	0.25	11000	G	97%	0%	1%	0%	1%	0%	F	0.095	F		12000	G
	From: Burch St															
	To: SR 36 Wythe St; Amelia St															
40 Dinwiddie County	Dinwiddie County	4.90	1100	G	89%	0%	1%	2%	9%	0%	F	0.09	F	0.512	1100	G
	From: Nottoway County Line															
40 Dinwiddie County	Dinwiddie County	6.15	1100	A	89%	0%	1%	2%	9%	0%	C	0.108	A	0.664	1100	A
	From: 26-644															
40 Dinwiddie County	Dinwiddie County	2.46	1600	G	89%	0%	1%	2%	9%	0%	F	0.091	F	0.581	1700	G
	From: 26-610															
40 Town of McKenney (Maint: 26)	Town of McKenney (Maint: 26)	0.34	1600	N	89%	0%	1%	2%	9%	0%	N	0.091	N	0.581	1700	N
	From: WCL McKenney															
40 Town of McKenney (Maint: 26)	Town of McKenney (Maint: 26)	0.57	2600	G	89%	0%	1%	2%	9%	0%	F	0.085	F	0.591	2700	G
	From: 26-1002															
40 Town of McKenney (Maint: 26)	Town of McKenney (Maint: 26)	0.43	2600	G	89%	0%	1%	2%	9%	0%	F	0.086	F	0.641	2700	G
	From: US 1															
40 Town of McKenney (Maint: 26)	Town of McKenney (Maint: 26)		ECL McKenney													

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
40	Dinwiddie County	0.14	2600	N	89%	0%	1%	2%	9%	0%	N	0.086	N	0.641	2700	N
40	Dinwiddie County	0.56	2000	G	86%	1%	1%	1%	11%	0%	F	0.080	F	0.578	2000	G
40	Dinwiddie County	5.15	1000	B	86%	1%	1%	1%	11%	0%	C	0.112	A	0.526	1000	B
40	Dinwiddie County	2.04	1100	G	86%	1%	1%	1%	11%	0%	F	0.086	F	0.515	1100	G
40	Dinwiddie County	5.19	1200	G	86%	1%	1%	1%	11%	0%	F	0.086	F	0.506	1200	G
North 85	Dinwiddie County	2.38	11000	G	75%	1%	1%	1%	21%	2%	F	0.064	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	24000		G	76%	1%	1%	1%	20%	2%	F	0.069	F	0.566	21000	G
North 85	Dinwiddie County	5.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.062	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000		G	81%	1%	1%	1%	16%	1%	F	0.069	F	0.548	21000	G
North 85	Dinwiddie County	4.88	12000	G	81%	1%	1%	1%	16%	1%	F	0.065	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	24000		G	81%	1%	1%	1%	16%	1%	F	0.068	F	0.575	22000	G
North 85	Dinwiddie County	8.81	13000	A	81%	1%	1%	1%	16%	1%	C	0.121	A		12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	27000		A	81%	1%	1%	1%	16%	1%	C	0.109	A	0.522	25000	A
North 85 460	Dinwiddie County	1.48	20000	G	81%	1%	1%	1%	16%	1%	F	0.081	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000		G	81%	1%	1%	1%	16%	1%	F	0.074	F	0.579	37000	G
North 85 460	Dinwiddie County	1.18	27000	G	81%	1%	1%	1%	16%	1%	F	0.086	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	54000		G	81%	1%	1%	1%	16%	1%	F	0.077	F	0.561	50000	G
North 85 460	City of Petersburg (Maint: 26)	1.01	27000	G	81%	1%	1%	1%	16%	1%	F	0.086	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	54000		G	81%	1%	1%	1%	16%	1%	F	NA			50000	G
North 85 460	City of Petersburg (Maint: 26)	2.57	31000	G	81%	1%	1%	1%	16%	1%	F	0.087	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	58000		G	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	G
	To: I-95															

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail					
South 	Dinwiddie County	2.78	<b>13000</b>	<b>G</b>	76%	1%	1%	1%	20%	2%	F	0.074	F	11000	G
South 	Dinwiddie County	5.95	<b>11000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.078	F	10000	G
South 	Dinwiddie County	4.95	<b>12000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.084	F	11000	G
South 	Dinwiddie County	8.36	<b>14000</b>	<b>A</b>	81%	1%	1%	1%	16%	1%	C	0.114	A	12000	A
South 	Dinwiddie County	1.83	<b>20000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.085	F	18000	G
South  	Dinwiddie County	0.81	<b>26000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.086	F	24000	G
South  	Dinwiddie County	0.81	<b>54000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.077	F	50000	G
South  	City of Petersburg (Maint: 26)	1.25	<b>26000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.086	F	24000	G
South  	City of Petersburg (Maint: 26)	2.72	<b>27000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.088	F	25000	G
South 	City of Petersburg (Maint: 26)	5.80	<b>58000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.078	F	53000	G
North 	City of Petersburg (Maint: 74)	1.15	<b>15000</b>	<b>G</b>	83%	1%	1%	1%	15%	0%	F	0.076	F	13000	G
North 	City of Petersburg (Maint: 74)	2.79	<b>21000</b>	<b>G</b>	83%	1%	1%	1%	15%	0%	F	0.079	F	18000	G
North 	City of Petersburg (Maint: 74)	0.50	<b>21000</b>	<b>N</b>	83%	1%	1%	1%	15%	0%	N	0.079	N	18000	N
North 	I-85													35000	N

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 	City of Petersburg (Maint: 26)	0.44	<b>42000</b>	<b>G</b>	89%	1%	1%	1%	8%	0%	F	0.08	F	42000	G	
North 	City of Petersburg (Maint: 26)	0.64	<b>53000</b>	<b>G</b>	89%	1%	1%	1%	8%	0%	F	0.078	F	53000	G	
South 	City of Petersburg (Maint: 74)	0.34	<b>13000</b>	<b>G</b>	83%	1%	1%	1%	15%	0%	F	0.078	F	11000	G	
South 	City of Petersburg (Maint: 74)	1.22	<b>16000</b>	<b>G</b>	83%	1%	1%	1%	15%	0%	F	0.081	F	14000	G	
South 	City of Petersburg (Maint: 74)	2.29	<b>20000</b>	<b>G</b>	83%	1%	1%	1%	15%	0%	F	0.08	F	17000	G	
South 	City of Petersburg (Maint: 74)	0.53	<b>20000</b>	<b>N</b>	83%	1%	1%	1%	15%	0%	N	0.08	N	17000	N	
South 	City of Petersburg (Maint: 26)	0.66	<b>39000</b>	<b>G</b>	89%	1%	1%	1%	8%	0%	F	0.075	F	39000	G	
South 	City of Petersburg (Maint: 26)	0.48	<b>48000</b>	<b>G</b>	89%	1%	1%	1%	8%	0%	F	0.08	F	47000	G	
From: 	US 460 County Rd	0.10	<b>7300</b>	<b>G</b>	95%	0%	1%	1%	3%	0%	F	0.104	F	508	G	
From: 	US 460 County Rd	0.88	<b>7200</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	C	0.111	F	803	G	
From: 	ECL Petersburg	0.03	<b>7200</b>	<b>N</b>	99%	0%	0%	0%	0%	0%	N	0.111	N	803	N	
From: 	US 1 Boydton Plank Rd	1.27	<b>2500</b>	<b>G</b>	93%	0%	1%	1%	5%	0%	C	0.131	F	806	G	
Dinwiddie County		WCL Petersburg														

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
142 Boydtown Plank Rd	City of Petersburg	0.16	2900	G	96%	0%	1%	1%	1%	0%	F	0.101	F	0.63	3200	G
142 Boydtown Plank Rd	City of Petersburg	1.24	2800	G	96%	0%	1%	1%	1%	0%	C	0.104	F	0.642	3000	G
142 Halifax Rd	City of Petersburg	0.06	5400	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.532	5900	G
226 Cox Rd	Dinwiddie County	3.38	4400	G	95%	1%	1%	3%	1%	0%	C	0.1	F	0.604	4800	G
To: US 1 West of Petersburg																
From: SCL Petersburg																
301 Crater Rd	City of Petersburg	0.21	8000	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.596	8700	G
To: Rives Rd																
From: City of Petersburg																
301 Crater Rd	City of Petersburg	0.43	21000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.500	23000	G
To: Wagner Rd																
From: Flank Rd																
301 Crater Rd	City of Petersburg	0.87	22000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.523	24000	G
To: ALT US 301 Sycamore St																
From: City of Petersburg																
301 Crater Rd	City of Petersburg	0.26	15000	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.537	16000	G
To: South Blvd																
From: City of Petersburg																
301 Crater Rd	City of Petersburg	0.73	21000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.52	23000	G
To: I-95, Bus US 460																
From: City of Petersburg (Maint: 26)																
301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
To: I-95; Bus US 460 Par, Winfield Rd																
From: Maintenance Jurisdiction Change																
301 460 Crater Rd	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
To: SR 36, Bus US 460 Wythe St																
From: City of Petersburg																
301 460 Crater Rd	City of Petersburg	0.10	7600	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8300	G
To: SR 36 Par, Bus US 460 Par, Washington St																
From: City of Petersburg																
301 36 Crater Rd	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	G
To: US 301 Par, Bank St																
From: City of Petersburg																
301 36 Crater Rd	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6800	G	97%	1%	1%	0%	1%	0%	F	NA			7400	G
To: Bollingbrook St																
From: Crater Rd																
301 36 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5800	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6300	G
To: 5th St																

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bollingbrook St	City of Petersburg	0.15	<b>3600</b>	G	97%	0%	1%	0%	1%	0%	F	0.1	F	4000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>5600</b>	G	97%	1%	1%	0%	1%	0%	F	0.096	F	6100	G	
Bollingbrook St	City of Petersburg	0.08	<b>3800</b>	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
2nd Street	City of Petersburg	0.35	<b>13000</b>	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
Bank St	City of Petersburg	0.24	<b>2300</b>	G	96%	1%	1%	1%	1%	0%	C	0.1	F	2600	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>5800</b>	G	97%	1%	1%	0%	1%	0%	C	0.099	F	6300	G	
Bank St	City of Petersburg	0.15	<b>2000</b>	G	96%	1%	1%	1%	1%	0%	F	0.097	F	2100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>5600</b>	G	97%	1%	1%	0%	1%	0%	F	0.096	F	6100	G	
Bank St	City of Petersburg	0.09	<b>1900</b>	G	96%	1%	1%	1%	1%	0%	F	0.095	F	2100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>5700</b>	G	97%	1%	1%	0%	1%	0%	F	NA		6200	G	
Sycamore St	City of Petersburg	0.30	<b>8600</b>	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.538	9400	G
Sycamore St	City of Petersburg	0.95	<b>6200</b>	G	98%	1%	1%	0%	0%	0%	C	0.090	F	0.536	6800	G
Sycamore St	City of Petersburg	0.42	<b>9400</b>	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.625	10000	G
Sycamore St	City of Petersburg	0.56	<b>11000</b>	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.541	12000	G
Wythe St	City of Petersburg	0.20	<b>13000</b>	G	97%	1%	1%	1%	1%	1%	F	0.088	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>28000</b>	G	96%	1%	2%	1%	1%	0%	F	NA		31000	G	
Jefferson St	City of Petersburg	0.09	<b>3100</b>	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3400	G
Jefferson St	City of Petersburg	0.26	<b>660</b>	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	720	G
3rd Street	City of Petersburg	0.05	<b>350</b>	G	97%	1%	1%	1%	1%	1%	F	0.131	F	380	G	

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
ALT 301 1 3rd Street	City of Petersburg	From: 0.05 To: US 301 Par, Bank St	360	G	97%	1%	1%	1%	1%	0%	F	0.102	F		390	G	
ALT 301 301 1 36 Bollingbrook St	City of Petersburg	From: 0.08 To: US 1, ALT US 301 3rd St	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G	
ALT 301 Sycamore St	City of Petersburg	From: 0.09 To: US 1 Wythe St	6700	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.576	7300	G	
ALT 301 Bus 460 460 36 Washington St	City of Petersburg	From: Bus US 460 Washington St To: Bus US 460 Par	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F		17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:							28000	G	96%	1%	2%	1%	1%	0%	NA	31000	G
ALT 301 Adams St	City of Petersburg	From: Bus US 460 Washington St To: Franklin St	7200	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.642	7800	G	
ALT 301 Adams St	City of Petersburg	From: Franklin St To: Henry St	7700	F	98%	0%	1%	0%	1%	0%	C	0.088	F	0.625	8300	F	
460	Dinwiddie County	From: Nottoway County Line To: 26-625	6000	G	87%	1%	1%	1%	10%	0%	F	0.077	F	0.553	6000	G	
460	Dinwiddie County	From: 26-625 To: 26-622	6100	G	87%	1%	1%	1%	10%	0%	F	0.077	F	0.573	6100	G	
460	Dinwiddie County	From: 26-622 To: 26-611	6700	B	87%	1%	1%	1%	10%	0%	C	0.101	A	0.603	6700	B	
460	Dinwiddie County	From: 26-611 To: 26-627	7100	G	87%	1%	1%	1%	10%	0%	F	0.079	F	0.603	7100	G	
460 New Cox Rd	Dinwiddie County	From: 26-627 To: 26-628 Tranquility Lane	7700	G	87%	1%	1%	1%	10%	0%	F	0.076	F	0.597	7700	G	
460 Cox Rd	Dinwiddie County	From: 26-628 Tranquility Lane To: 26-631 Claiborne Rd	9400	G	87%	1%	1%	1%	10%	0%	F	0.081	F	0.639	9400	G	
460 Cox Rd	Dinwiddie County	From: 26-631 Claiborne Rd To: 26-743 Hart Rd	12000	G	87%	1%	1%	1%	10%	0%	F	0.08	F	0.653	12000	G	
460 Cox Road	Dinwiddie County	From: 26-743 Hart Rd To: W 26-632 Olgers Rd	12000	G	87%	1%	1%	1%	10%	0%	F	0.081	F	0.658	12000	G	
460 Cox Rd	Dinwiddie County	From: W 26-632 Olgers Rd To: E 26-632 Buttewood Rd	15000	G	87%	1%	1%	1%	10%	0%	F	0.075	F	0.554	15000	G	
460 Cox Rd	Dinwiddie County	From: E 26-632 Buttewood Rd To: SR 226 Cox Rd	16000	G	87%	1%	1%	1%	10%	0%	F	0.075	F	0.557	16000	G	

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
460 Airport St	Dinwiddie County	1.21	15000	G	87%	1%	1%	1%	10%	0%	F	0.075	F	0.57	15000	G	
	To:		SR 226 Cox Rd														
	From:		I-85; Bus US 460														
	From:		I 85 N														
460 85	Dinwiddie County	1.48					See I-85 for directional traffic volume estimates for this segment.										
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000		G	81%	1%	1%	1%	16%	1%	F	0.074	F	0.579	37000	G	
460 85	To:		US 1														
	From:						See I-85 for directional traffic volume estimates for this segment.										
460 85	Dinwiddie County	1.18					See I-85 for directional traffic volume estimates for this segment.										
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	54000		G	81%	1%	1%	1%	16%	1%	F	0.077	F	0.561	50000	G	
460 85	To:		SCL Petersburg														
	From:				See I-85 for directional traffic volume estimates for this segment.												
460 85	City of Petersburg (Maint: 26)	1.01					See I-85 for directional traffic volume estimates for this segment.										
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	54000		G	81%	1%	1%	1%	16%	1%	F	NA				50000	G
460 85	To:		Squirrel Level Road														
	From:			See I-85 for directional traffic volume estimates for this segment.													
460 85	City of Petersburg (Maint: 26)	2.57					See I-85 for directional traffic volume estimates for this segment.										
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	58000		G	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	G	
460 County Dr	To:		I-85 S														
	From:		Maintenance Jurisdiction Change														
460 County Dr	City of Petersburg	2.64	9800	A	87%	1%	1%	2%	9%	0%	C	0.096	A	0.516	10000	A	
	To:		SR 106 Courthouse Rd														
460 County Dr	City of Petersburg	0.34	13000	G	87%	1%	1%	2%	9%	0%	F	0.088	F	0.556	14000	G	
Bus	To:		ECL Petersburg														
460 Airport St	From:																
	From:		I-85; US 460														
460 Airport St	Dinwiddie County	0.17	7400	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.714	8000	G	
Bus	To:		US 1 Boydton Plank Rd														
460 1 Boydton Plank Rd	From:		US 1 Plank Rd														
	From:																
460 1 Boydton Plank Rd	Dinwiddie County	1.70	13000	G	96%	1%	1%	0%	1%	0%	F	0.114	F	0.704	14000	G	
Bus	To:		I-85 SW of Petersburg														
460 1 Boydton Plank Rd	Dinwiddie County	1.22	14000	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.523	15000	G	
Bus	To:		SR 226 Cox Rd														
460 1	Dinwiddie County	0.45	13000	A	98%	0%	1%	1%	1%	0%	C	0.104	A	0.595	14000	A	
Bus	To:		WCL Petersburg														
460 1 Washington St	From:																
	From:																
460 1 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G	
Bus	To:		Summit St														
460 1 Washington St	From:																
460 1 Washington St	City of Petersburg	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	14000	G	
Bus	To:		Elm St														
460 1 Washington St	From:																
460 1 Washington St	City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G	
Bus	To:		US 1 Par; Wythe St														

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 1 Wythe St	City of Petersburg	1.08	8700	G	97%	1%	1%	1%	1%	0%	C	0.082	F	9500	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	18000		G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Wythe St	City of Petersburg	0.15	9800	G	97%	1%	1%	1%	1%	0%	F	0.088	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000		G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
Bus 460 1 36 Wythe St	City of Petersburg	0.20	10000	G	97%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
Bus 460 1 ALT 301 36 Wythe St	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	28000		G	96%	1%	2%	1%	1%	0%	F	NA		31000	G	
Bus 460 36 Wythe St	City of Petersburg	0.20	16000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	32000		G	95%	1%	2%	1%	2%	0%	F	NA		35000	G	
Bus 460 36 Wythe St	City of Petersburg	0.30	10000	G	97%	1%	1%	0%	1%	0%	F	0.08	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000		G	95%	1%	2%	1%	2%	0%	F	NA		25000	G	
Bus 460 301 Crater Rd	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
Bus 460 301 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
Bus 460 1 Washington St	City of Petersburg	0.31	9800	G	96%	1%	1%	1%	1%	0%	F	0.101	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	18000		G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Washington St	City of Petersburg	0.40	9700	G	96%	1%	1%	1%	1%	0%	F	0.096	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	18000		G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Washington St	City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000		G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
Bus 460 1 Washington St	City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000		G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Washington St	City of Petersburg	0.19	12000	G	95%	1%	2%	1%	1%	0%	C	0.083	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000		G	96%	1%	2%	1%	1%	0%	F	NA		24000	G	
Bus 460 ALT 301 36 Washington St	City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	28000		G	96%	1%	2%	1%	1%	0%	F	NA		31000	G	
Bus 460 ALT 301 36 Washington St	City of Petersburg	0.10	15000	G	95%	1%	2%	1%	1%	0%	F	0.084	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	28000		G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
Bus 460 36 Washington St	City of Petersburg	0.24	16000	G	94%	1%	2%	1%	2%	0%	F	0.083	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	32000		G	95%	1%	2%	1%	2%	0%	F	NA		35000	G	
Bus 460 36 Washington St	City of Petersburg	0.24	13000	G	94%	1%	2%	1%	2%	0%	C	0.088	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000		G	95%	1%	2%	1%	2%	0%	F	NA		25000	G	
Bus 460 301 Crater Rd	City of Petersburg	0.10	7600	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8300	G
Bus 460 301 Crater Rd	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
Bus 460 Winfield Rd	City of Petersburg	0.43	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	1400		G								NA		NA		
Bus 460 Winfield Rd	City of Petersburg (Maint: 26)	0.09	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	1400		G								NA		NA		
	To: US 460 County Rd															

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(F80)	0.21	NA				From:	SR 40				NA			NA		
						To:	Dead End									
(F81)	1.24	NA				From:	Dead End				NA			NA		
						To:	US 1									
(F82)	0.20	NA				From:	US 1				NA			NA		
						To:	26-749									
(F83)	0.10	NA				From:	26-603				NA			NA		
						To:	Dead End									
(F273) Mine Mountain Road	0.14	NA				From:	Dead End				NA			NA		
						To:	FR-290									
(F290)	0.51	NA				From:	26-1334; 26-1335				NA			NA		
						To:	Dead End									
<b>City of Petersburg</b>																
(F329)	0.17	NA				From:	Dead End				NA			NA		
						To:	74-1102									
(F330)	2.93	NA				From:	Dead End				NA			NA		
						To:	FR-331									
(F331)	0.78	NA				From:	Dead End				NA			NA		
						To:	Dead End									
<b>Dinwiddie County</b>																
(F804)	0.19	NA				From:	Dead End				NA			NA		
						To:	US 460; 26-721									
(F805)	0.10	NA				From:	26-627				NA			NA		
						To:	Dead End									
(F806)	0.50	NA				From:	26-624				NA			NA		
						To:	Dead End									
(F855)	0.26	NA				From:	Dead End				NA			NA		
						To:	US 1									
(600) Ferndale Rd	0.88	10000	G	99%	0%	0%	0%	0%	0%	C	0.090	F	0.602	11000	G	2006
						From:	SR 226 Cox Rd									
(600)	0.53	6600	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.538	7200	G	2006
						To:	Chesterfield County Line									
(601) River Road	0.52	710	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.697	770	G	2006
						From:	26-708 Namozine Rd									
(601) River Rd	3.25	1500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.674	1600	G	2006
						To:	26-743 Hart Rd									
(601) River Rd	1.92	3300	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.607	3600	G	2006
						From:	26-718 Henshaw Dr									
(602)	0.20	90	R											NA		09/26/2002
						To:	26-600 River Rd									
						From:	US 460 W; 26-622									
						To:	US 460 EAST									

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(603) Weakley Rd	0.50	1500	R											NA	08/15/2002	
						From:	26-672 Church Rd									
						To:	SR 142 Simpson Rd; 26-1320; Gap									
(603) Sterling Rd	0.23	1700	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.667	1800	G	2006
						From:	US 1; US 460; Gap									
(603) Sterling Rd	0.68	1700	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.582	1800	G	2006
						From:	26-1362 Oak Ct									
(603) Sterling Rd	0.27	1500	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.571	1600	G	2006
						From:	26-1319 Short St									
						To:	SR 226 Cox Rd									
(604) Halifax Rd	1.87	530	G	97%	1%	0%	1%	1%	0%	F	0.094	F	0.602	540	G	2006
						From:	Prince George County Line									
(604) Halifax Rd	2.96	1000	G	97%	1%	0%	1%	1%	0%	F	0.105	F	0.726	1000	G	2006
						From:	26-605 S, Ellington Rd									
(604) Halifax Rd	1.77	1500	G	97%	1%	0%	1%	1%	0%	F	0.093	F	0.687	1500	G	2006
						From:	26-607 Butler Branch Rd									
(604) Halifax Rd	0.60	1500	G	97%	1%	0%	1%	1%	0%	F	0.094	F	0.666	1600	G	2006
						From:	1.77 MN 26-607									
(604) Halifax Rd	0.63	1800	G	97%	1%	0%	1%	1%	0%	C	0.096	F	0.632	2000	G	2006
						From:	26-677 Carson Rd									
						To:	SCL Petersburg									
(605) Hunnicut Rd	2.53	620	R											NA	08/13/2002	
						From:	US 1 Boydton Plank Rd									
(605) Old Vaughan Rd	3.20	390	R											NA	08/13/2002	
						To:	26-660 E, Quaker Rd									
(605)	0.08	870	G	96%	3%	1%	0%	0%	0%	C	0.107	F	0.592	890	G	2006
						From:	26-670 W, Old Stage Rd									
(605) Old Stage Rd	0.50	630	R											NA	08/13/2002	
						To:	26-670 E, Duncan Rd									
(605) Monks Neck Rd	4.49	260	R											NA	08/13/2002	
						From:	26-669; Monks Neck Rd									
(605) Ellington Rd	1.40	280	R											NA	06/08/2005	
						From:	26-669 Old Stage Rd									
						To:	26-604 N, Halifax Rd									
						From:	26-604 S, Halifax Rd									
(606) Reams Dr	2.00	290	R											NA	08/13/2002	
						From:	26-669 Old Stage Rd									
(606) Oak Grove Rd	1.40	320	R											NA	08/13/2002	
						To:	26-604 S, Halifax Rd									
(607) Butler Branch Rd	1.50	250	R											NA	08/13/2002	
						From:	26-604 N, Halifax Rd									
						To:	Prince George County Line									
(608)	0.46	130	R											NA	09/26/2002	
						From:	US 460									
						To:	26-622									
(609)	0.80	190	R											NA	10/03/2002	
						From:	Brunswick County Line									
(609) Cherryhill Rd	3.40	60	R											NA	06/08/2005	
						To:	26-687 Cutbank Rd									
(609)	0.70	190	R											NA	10/03/2002	
						From:	26-616									
						To:	SR 40									

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(609) Cherry Hill Rd	2.30	30	R			SR 40					NA			NA		06/08/2005
			From:													
			To:			26-619 S, Courthouse Rd										
(609)	1.58	100	R			26-619 N, Courthouse Rd					NA			NA		10/03/2002
			From:													
			To:			26-664 Reese Rd										
(609) Old Stage Rd	2.90	160	R								NA			NA		06/08/2005
			From:													
			To:			26-626 Flatfoot Rd										
(609)	2.20	320	G	96%	2%	1%	0%	1%	0%	C	0.116	F	0.711	330	G	2006
			From:													
			To:			26-670										
(610)	1.40	170	G	95%	4%	1%	0%	0%	0%	C	0.126	F	0.64	170	G	2006
			From:			Bricknell County Line										
			To:			SR 40										
(610) Old White Oak Rd	0.50	160	G	95%	4%	1%	0%	0%	0%	F	0.151	F	0.542	170	G	2006
			From:			26-650 Lew Jones Rd										
			To:			26-650										
(610)	0.20	220	R								NA			NA		10/03/2002
			From:													
			To:			26-701 Quail Hollow Rd										
(610)	2.40	180	R								NA			NA		10/03/2002
			From:													
			To:			26-651 Whitmore Rd										
(610)	1.40	100	R								NA			NA		10/03/2002
			From:													
			To:			26-644 Brills Rd										
(610)	1.20	300	R								NA			NA		10/03/2002
			From:													
			To:			26-645										
(610)	2.30	220	R								NA			NA		10/03/2002
			From:													
			To:			26-622 Baltimore Rd										
(610)	0.90	210	R								NA			NA		10/03/2002
			From:													
			To:			26-613										
(611) Wilkinson Rd	3.44	600	G	96%	2%	1%	0%	0%	0%	C	0.103	F	0.815	620	G	2006
			From:			26-627 Courthouse Rd										
			To:			26-645										
(611)	1.82	240	G	96%	2%	1%	0%	0%	0%	F	0.123	F	0.523	240	G	2006
			From:													
			To:			26-613										
(611)	3.25	150	G	96%	2%	1%	0%	0%	0%	F	0.14	F	0.524	150	G	2006
			From:													
			To:			US 460										
(611)	0.15	1100	R								NA			NA		10/03/2002
			From:													
			To:			26-751 S; 26-752										
(611)	0.92	920	R								NA			NA		10/03/2002
			From:			26-751 N; 26-716										
			To:													
(611)	0.79	380	R								NA			NA		10/03/2002
			From:													
			To:			26-731										
(611)	0.99	280	R								NA			NA		10/03/2002
			From:													
			To:			26-723 Pearson Hardy Rd										
(611)	3.08	390	R								NA			NA		10/03/2002
			From:													
			To:			26-624										
(611)	1.45	200	R								NA			NA		10/03/2002
			From:													
			To:			26-708 E, Namozine Rd										
(611)	0.36	260	R								NA			NA		10/03/2002
			From:			26-708 W, Namozine Rd										
			To:													
(611)	1.45	200	R								NA			NA		10/03/2002
			From:													
			To:			26-747 Wheelers Lane										
(612) Harpers Bridge Rd	0.10	240	G	96%	2%	1%	1%	0%	0%	F	0.130	F	0.768	240	G	2006
			From:			Bricknell County Line										
			To:			26-638										

Virginia Department of Transportation  
Traffic Engineering Division

2006

## Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of McKenney</b>																
(614)	0.30	240	R								NA		NA		08/14/2002	
<b>Dinwiddie County</b>																
(615) Blue Tartan Rd	0.42	60	R								NA		NA		05/02/2005	
(615) Blue Tartan Rd	0.90	220	R								NA		NA		05/02/2005	
(616) Ridge Rd	2.20	80	R								NA		NA		06/08/2005	
(616)	1.90	70	R								NA		NA		10/04/2002	
(617)	1.50	430	R								NA		NA		10/04/2002	
(617)	1.70	340	R								NA		NA		10/04/2002	
(618) Halligan Park Rd	1.20	290	R								NA		NA		10/04/2002	
(618) Halligan Park Rd	2.82	590	R								NA		NA		10/04/2002	
(619)	3.59	420	G	98%	1%	1%	0%	1%	0%	F	0.128	F	0.569	430	G	2006
(619) Courthouse Rd	7.05	540	G	98%	1%	1%	0%	1%	0%	F	0.112	F	0.775	550	G	2006
(619) Courthouse Rd	0.86	1300	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.532	1400	G	2006
(619) Courthouse Rd	1.06	1200	G	98%	1%	1%	0%	1%	0%	F	0.098	F	0.646	1200	G	2006
(619) Courthouse Rd	0.25	1500	G	98%	1%	1%	0%	1%	0%	F	0.09	F	0.68	1500	G	2006
(619) Courthouse Rd	0.59	1600	G	98%	1%	1%	0%	1%	0%	C	0.089	F	0.632	1600	G	2006
(620) Foster Rd	1.20	30	R								NA		NA		05/12/2005	
(620)	1.80	430	R								NA		NA		10/04/2002	
(620) White Oak Church Rd	1.90	50	R								NA		NA		05/12/2005	
(621) Clay Street Rd	1.60	310	R								NA		NA		06/08/2005	
(621) Clay Street Rd	0.40	220	R								NA		NA		06/08/2005	
(622) Baltimore Rd	1.60	40	R								NA		NA		05/12/2005	

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(622) Baltimore Rd	3.70	40	R											NA	05/12/2005	
(622)	0.80	90	R											NA	10/04/2002	
(622)	3.50	750	G	94%	1%	1%	1%	3%	0%	C	0.105	F	0.733	770	G	2006
(622)	1.66	330	R											NA	10/04/2002	
(622)	2.10	980	R											NA	10/04/2002	
(623)	2.00	450	R											NA	10/04/2002	
(623) Sutherland Rd	3.28	760	R											NA	10/04/2002	
(623) Sutherland Rd	0.62	1600	R											NA	10/04/2002	
(623) Station Rd	0.42	430	R											NA	10/04/2002	
(623) Station Rd	0.68	380	R											NA	10/04/2002	
(624)	2.60	180	R											NA	10/04/2002	
(624)	3.80	590	R											NA	10/04/2002	
(624)	6.00	500	R											NA	10/04/2002	
(625)	3.52	340	R											NA	10/04/2002	
(626) Flatfoot Rd	5.67	140	G	97%	1%	1%	1%	1%	0%	F	0.133	F	0.546	140	G	2006
(626) Flatfoot Rd	4.09	370	G	97%	1%	1%	1%	1%	0%	F	0.109	F	0.691	380	G	2006
(626) Flatfoot Rd	0.43	1000	G	97%	1%	1%	1%	1%	0%	C	0.088	F	0.619	1000	G	2006
(627) Courthouse Rd	0.90	2600	G	96%	2%	1%	0%	1%	0%	C	0.125	F	0.636	2700	G	2006
(627) Courthouse Rd	1.40	2200	G	96%	2%	1%	0%	1%	0%	F	0.139	F	0.743	2300	G	2006
(627) Courthouse Rd	2.81	1300	R											NA	10/04/2002	
(627)	2.61	1100	R											NA	10/04/2002	
(627)	0.80	540	R											NA	10/04/2002	
(627)	2.20	460	R											NA	10/04/2002	

Virginia Department of Transportation  
Traffic Engineering Division

2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(628) Tranquility Lane	0.33	80	R								NA		NA		05/02/2005
(628) Tranquility Lane	3.10	40	R								NA		NA		05/02/2005
(628) Tranquility Lane	0.87	280	R								NA		NA		05/02/2005
(628) Tranquility Lane	0.70	480	R								NA		NA		09/26/2002
(628) Tranquility Lane	0.09	1300	R								NA		NA		09/26/2002
(629)	0.93	260	R								NA		NA		09/26/2002
(629)	0.25	20	R								NA		NA		09/26/2002
(630)	0.30	330	R								NA		NA		09/26/2002
(631) Claiborne Rd	2.70	780	R								NA		NA		08/14/2002
(631) Claiborne Rd	0.80	1100	R								NA		NA		08/14/2002
(632) Butterwood Rd	3.00	420	R								NA		NA		08/14/2002
(632) Olgers Dr	1.20	1700	G 97% 1%	1% 1% 1%	0% C	0.094	F	0.539			1900	G	2006		
(633)	0.50	120	R								NA		NA		08/14/2002
(634)	0.25	280	R								NA		NA		08/14/2002
(635)	0.40	190	R								NA		NA		10/05/2002
(636) Rocky Branch Rd	0.27	110	R								NA		NA		05/23/2005
(637)	0.49	130	R								NA		NA		10/04/2002
(638)	2.00	260	R								NA		NA		10/04/2002
(638)	1.20	240	R								NA		NA		10/04/2002
(639)	0.90	280	R								NA		NA		10/04/2002
(639)	1.98	310	R								NA		NA		10/04/2002

Virginia Department of Transportation  
Traffic Engineering Division

2006

2000  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(639)	0.20	200	G	97%	2%	1%	0%	0%	0%	C	0.096	F	0.652	200	G	2006
(639)	1.60	260	R											NA		10/04/2002
(639)	1.40	310	R											NA		10/04/2002
(640)	1.40	190	R											NA		10/04/2002
(641) Airport Rd	0.55	190	R											NA		08/14/2002
(642)	1.82	440	G	79%	1%	1%	1%	18%	0%	C	0.095	F	0.544	450	G	2006
(642)	0.60	160	G	79%	1%	1%	1%	18%	0%	F	0.114	F	0.72	160	G	2006
(642)	2.00	120	G	79%	1%	1%	1%	18%	0%	F	0.115	F	0.556	120	G	2006
(642)	2.40	120	G	79%	1%	1%	1%	18%	0%	F	0.105	F	0.647	120	G	2006
(642)	1.52	90	R											NA		10/04/2002
(642) Continental Rd	0.83	70	R											NA		05/12/2005
(643)	3.20	290	R											NA		10/04/2002
<b>Town of McKenney</b>																
(644)	0.20	570	G	90%	1%	1%	1%	6%	0%	F	0.094	F	0.589	590	G	2006
(644)	1.92	440	G	90%	1%	1%	1%	6%	0%	C	0.1	F	0.592	450	G	2006
(644)	2.50	400	R											NA		10/04/2002
(644) Brills Rd	2.50	110	R											NA		05/12/2005
(644) Brills Rd	2.50	90	R											NA		05/12/2005
(645)	1.40	100	R											NA		10/04/2002
(645)	1.80	360	R											NA		10/04/2002
(645)	1.60	220	R											NA		10/04/2002
(645)	0.70	360	R											NA		10/04/2002

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(645)	0.73	370	R											NA	10/04/2002	
(645)	1.07	390	R											NA	10/04/2002	
(645)	2.50	620	R											NA	10/04/2002	
(646)	6.00	300	G	98%	1%	1%	0%	0%	0%	C	0.114	F	0.513	310	G	2006
(646)			To:											26-613		
(647) Doyle Rd	1.00	30	R											NA	05/12/2005	
(647)	1.60	120	R											NA	10/04/2002	
(647)	2.24	260	R											NA	10/04/2002	
(647)	1.92	660	R											NA	10/04/2002	
(647) Nash Rd	0.94	780	R											NA	10/04/2002	
(648)	1.50	140	R											NA	10/04/2002	
(649)	0.50	40	R											NA	10/04/2002	
(650)	1.60	70	G	98%	1%	0%	0%	0%	0%	F	0.156	F	0.607	70	G	2006
(650)	1.10	220	G	98%	1%	0%	0%	0%	0%	F	0.118	F	0.741	230	G	2006
(650)	1.60	350	G	98%	1%	0%	0%	0%	0%	F	0.1	F	0.737	360	G	2006
(650)	0.80	410	G	98%	1%	0%	0%	0%	0%	F	0.111	F	0.71	420	G	2006
(650)	2.50	400	G	98%	1%	0%	0%	0%	0%	C	0.101	F	0.767	410	G	2006
(650)	0.15	1200	G	95%	1%	1%	1%	2%	0%	C	0.106	F	0.512	1300	G	2006
(650)	0.68	1200	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.678	1200	G	2006
(650)	1.43	390	G	96%	3%	1%	1%	0%	0%	C	0.106	F	0.714	400	G	2006
(650)	2.20	250	G	96%	3%	1%	1%	0%	0%	F	0.107	F	0.614	260	G	2006
(651)	2.40	210	R											NA	08/27/2002	
(651) Whitmore Rd	1.80	260	R											NA	05/12/2005	
(651)	2.25	210	R											NA	08/27/2002	

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(651)	1.58	420	R								NA		NA		08/27/2002
(651)	1.27	200	R								NA		NA		08/27/2002
(652)	1.56	350	R								NA		NA		08/27/2002
(653)	0.16	210	R								NA		NA		10/04/2002
(654)	3.02	390	R								NA		NA		10/04/2002
(654)	0.20	120	R								NA		NA		10/04/2002
(655)	0.58	90	R								NA		NA		10/04/2002
(656)	1.20	90	R								NA		NA		10/04/2002
(656) Eppes Rd	1.20	280	R								NA		NA		10/04/2002
(656) Gatewood Rd	2.55	490	R								NA		NA		10/04/2002
(656) Gatewood Rd	0.90	120	R								NA		NA		10/04/2002
(657)	2.10	380	R								NA		NA		10/04/2002
(658)	1.61	320	R								NA		NA		10/04/2002
(658) Branches Rd	2.70	80	R								NA		NA		05/04/2005
(659)	0.90	230	R								NA		NA		10/04/2002
(659)	1.50	260	R								NA		NA		10/04/2002
(660) Hardways Mill Rd	1.89	1100	R								NA		NA		08/15/2002
(660) Old Vaughan Rd	1.20	390	R								NA		NA		08/15/2002
(660) Quaker Rd	2.40	420	R								NA		NA		08/15/2002
(660) Quaker Rd	1.20	660	R								NA		NA		08/15/2002

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(661) Boisseau Rd	2.40	630	G	94%	3%	2%	0%	1%	0%	C	0.160	F	0.581	650	G	2006
			From:	26-627 Courthouse Rd												
			To:	26-613 White Oak Rd												
(662)	1.20	60	R										NA			10/04/2002
			From:	26-617												
			To:	26-619 Courthouse Rd												
(663) Bain Rd	1.20	70	R										NA			06/08/2005
			From:	26-659												
			To:	26-665												
(664) Reese Rd	1.20	20	R										NA			05/04/2005
			From:	Dead End												
			To:	26-609 Old Stage Rd												
(665)	0.70	210	R										NA			10/15/2002
			From:	Sussex County Line												
			To:	26-617												
(665)	2.35	490	R										NA			10/15/2002
			From:	SR 40												
(665)	1.44	520	R										NA			10/15/2002
			To:	26-728 Wingfield Rd												
(665)	2.76	230	R										NA			10/15/2002
			From:	26-626 Flatfoot Rd												
(665)	0.70	360	R										NA			10/15/2002
			To:	26-681												
(665)	0.40	40	R										NA			10/15/2002
			To:	Dead End												
(666) Baugh Rd	1.20	60	R										NA			05/04/2005
			To:	26-670 Shady Lane												
(666) Baugh Rd	4.20	260	R										NA			10/15/2002
			To:	26-618 Halligan Park Rd												
(667) Malones Rd	3.20	180	R										NA			10/15/2002
			To:	26-666 Baugh Rd												
(668) Brick Rd	1.90	390	R										NA			08/13/2002
			To:	26-703 Carson Rd												
(669)	3.30	530	R										NA			08/13/2002
			To:	26-604 Halifax Rd												
(670) Shady Lane	1.82	150	R										NA			05/04/2005
			To:	26-666 Baugh Rd												
(670) Shady Lane	0.04	70	R										NA			05/04/2005
			To:	1.82 MN 26-666												
(670) Shady Lane	0.10	230	R										NA			10/15/2002
			To:	26-682 Ole Bole Rd												
(670) Shady Lane	0.77	290	R										NA			10/15/2002
			To:	26-688 Sawmill Rd												
(670) Old Stage Rd	1.45	390	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.507	400	G	2006
			To:	26-703 Carson Rd												
(670) Old Stage Rd	2.51	300	G	97%	1%	1%	0%	1%	0%	F	0.114	F	0.537	300	G	2006
			To:	26-605 W, Old Vaughan Rd												
(670) Duncan Rd	2.29	700	G	97%	1%	1%	0%	1%	0%	F	0.111	F	0.571	720	G	2006
			To:	26-613 S; Squirrel Level Rd; Dabney Mill Rd												

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(670) Duncan Rd	2.07	490	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.551	500	G	2006
From: 26-613 N, Dabney Mill Rd																
(670) Duncan Rd	1.21	1000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.741	1000	G	2006
From: 1.21 MN 26-673																
(670) Duncan Rd	1.51	1100	G	97%	1%	1%	0%	1%	0%	C	0.091	F	0.62	1200	G	2006
To: US 1 Boydton Plank Rd																
From: Dead End																
(671)	0.40	120	R											NA		08/15/2002
To: US 1 Boydton Plank Rd																
From: 26-613 Squirrel Level Rd																
(672) Church Rd	1.49	640	G	95%	1%	2%	0%	2%	0%	F	0.117	F	0.506	660	G	2006
From: 1.49 MN 26-613																
(672) Church Rd	0.58	720	G	95%	1%	2%	0%	2%	0%	C	0.099	F	0.653	780	G	2006
From: 26-603 Weakley Rd																
(672) Weakley Rd	0.27	630	G	96%	1%	1%	0%	3%	0%	F	0.112	F	0.577	690	G	2006
From: 26-1371 Hazel Ave																
(672) Weakley Rd	0.19	600	G	96%	1%	1%	0%	3%	0%	C	0.124	F	0.529	660	G	2006
From: SR 142 Simpson Rd																
From: 26-670 Duncan Rd																
(673) Smith Grove Rd	1.77	430	R											NA		08/15/2002
To: 26-613 Squirrel Level Rd																
From: 26-613 Squirrel Level Rd																
(674) Wheaton Rd	1.85	130	R											NA		06/13/2005
To: 26-670 Duncan Rd																
From: 26-670 Duncan Rd																
(675) Vaughan Rd	3.74	630	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.798	640	G	2006
From: 26-741 Fort Emory Rd																
(675) Vaughan Rd	0.90	1200	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.63	1300	G	2006
From: 26-676 Flank Rd																
(675) Vaughan Rd	0.94	790	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.653	860	G	2006
From: SCL Petersburg																
From: 26-613 Squirrel Level Rd																
(676) Flank Rd	0.80	440	R											NA		08/14/2002
To: 26-675 Vaughan Rd																
From: 26-604 Halifax Rd																
(677) Carson Dr	0.80	1000	G	99%	0%	0%	0%	0%	0%	C	0.136	F	0.84	1100	G	2006
To: SR 345 Richard Bland College; 74-608																
From: 26-605 Ellington Rd																
(678) Spain Dr	1.00	90	R											NA		06/08/2005
To: 26-606 Oak Grove Rd																
From: Dead End																
(679)	1.45	210	R											NA		10/15/2002
To: 26-660 Hardways Mill Rd																
From: 26-681																
(680)	2.01	260	R											NA		10/15/2002
To: 2.01 ME 26-618																
(680) Troublefield Rd	1.19	140	R											NA		1999
To: 26-618 Halligan Park Rd																
From: Sussex County Line																
(681)	1.80	390	R											NA		10/15/2002
To: 26-665																
From: 26-609 Old Stage Rd																
(682) Ole Bole Rd	0.70	100	R											NA		10/15/2002
To: 26-670 Shady Lane																

Virginia Department of Transportation  
Traffic Engineering Division

2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(683)	0.45	140	R			From:	26-651				NA		NA	10/15/2002	
(683)	0.60	90	R			To:	26-707				NA		NA	10/15/2002	
(683) Continental Rd	0.20	50	R			From:	0.60 MN 26-707				NA		NA	06/08/2005	
(684) Airpark Dr	0.56	620	R			To:	Dead End				NA		NA	08/14/2002	
(685)	0.16	80	R			From:	Dead End				NA		NA	08/14/2002	
(685)						To:	US 1 Boydton Plank Rd								
(686) Smith Grove Lane	0.20	9	R			From:	26-673 Smith Grove Rd				NA		NA	10/15/2002	
(686)						To:	Dead End								
(687) Cutbank Rd	0.10	100	R			From:	26-609 Cherryhill Rd				NA		NA	06/06/2005	
(687)						To:	26-654 SOUTH								
(687) Cutbank Rd	1.54	20	R			From:	26-654 S				NA		NA	06/06/2005	
(687)						To:	1.54 MN 26-654 S								
(687) Cutbank Rd	1.06	40	R			From:	26-696 Bourdon Creek Rd				NA		NA	06/08/2005	
(687)						To:	SR 40								
(688) Sawmill Rd	0.85	220	R			From:	26-670 Shady Lane				NA		NA	10/15/2002	
(688)						To:	26-705 Fox Branch Rd								
(688) Sawmill Rd	1.28	48	R			From:	26-705				NA		NA	08/15/2002	
(688)						To:	1.28 ME 26-705								
(688) Sawmill Rd	0.27	60	R			From:	26-667 Malones Rd				NA		NA	08/15/2002	
(689) Bobcat Rd	0.60	130	R			From:	26-629				NA		NA	05/02/2005	
(689)						To:	26-628 Tranquility Lane								
(690) Harris Dr	0.94	230	R			From:	26-631 Claiborne Rd				NA		NA	08/14/2002	
(690)						To:	Dead End								
(691)	1.00	160	R			From:	Dead End				NA		NA	10/15/2002	
(691)						To:	SR 40								
(692) Spony Church Rd	1.89	60	R			From:	Dead End				NA		NA	05/12/2005	
(692)						To:	SR 40								
(692) Spony Church Rd	3.20	160	R			From:	26-709				NA		NA	05/12/2005	
(692)						To:	Dead End								
(693) Williamson Rd	2.87	460	R			From:	26-703 Carson Rd				NA		NA	10/25/2002	
(693)						To:	26-670 Old Stage Rd								
(694) Old Pine Rd	0.70	70	R			From:	Dead End				NA		NA	06/08/2005	
(694)						To:	26-622								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(696) Bourdon Creek Rd	1.20	40	R			From: Dead End					NA		NA		06/06/2005	
						To: 26-687 Cutbank Rd										
(697) Spicely Rd	0.40	110	R			From: 26-613					NA		NA		05/12/2005	
						To: Dead End										
(698)	1.20	200	R			From: 26-665					NA		NA		10/15/2002	
						To: Sussex County Line										
(699)	1.89	80	R			From: 26-611 Wilkinson Rd					NA		NA		09/26/2002	
						To: 1.89 MN 26-611										
(699)	1.41	90	R			From: 26-708 Namozine Rd					NA		NA		09/26/2002	
						To: 26-622										
(700) White Oak Rd	0.88	60	R			From: Dead End					NA		NA		05/12/2005	
						To: 26-613										
(700) Hawkins Rd	2.54	250	R			From: 26-622					NA		NA		05/12/2005	
						To: 26-613										
(701) Quail Hollow Rd	0.60	20	R			From: Dead End					NA		NA		05/12/2005	
						To: 26-610 Old White Oak Rd										
(702) Lennie Rd	1.32	49	R			From: 26-638					NA		NA		05/12/2005	
						To: SR 40										
(703) Carson Rd	0.13	3600	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.523	3700	G	2006
						From: US 1 Boydton Plank Rd										
(703) Carson Rd	1.17	3800	G	95%	1%	1%	1%	2%	0%	C	0.087	F	0.565	3900	G	2006
						To: 26-1403										
(703) Carson Rd	5.18	960	G	94%	2%	1%	1%	2%	0%	C	0.089	F	0.577	990	G	2006
						From: I-85										
(703) Carson Rd	5.97	680	G	94%	2%	1%	1%	2%	0%	F	0.122	F	0.571	700	G	2006
						To: 26-670 Old Stage Rd										
(703) Carson Rd	0.09	1100	G	94%	2%	1%	1%	2%	0%	F	0.095	F	0.615	1200	G	2006
						To: Prince George County Line; 74-604										
(704)	0.24	60	R			From: Dead End					NA		NA		08/15/2002	
						To: 26-660 Quaker Rd										
(705) Fox Branch Rd	1.42	200	R			From: 26-688 Sawmill Rd					NA		NA		10/14/2002	
						To: 26-733 Little Zion Rd										
(706)	0.55	150	R			From: SR-226 W, Cox Rd					NA		NA		10/14/2002	
						To: 26-725 Cherokee Rd										
(706)	0.15	220	R			From: SR-226 E, Cox Rd					NA		NA		10/14/2002	
						To: 26-683										
(707)	0.85	190	R			From: 26-651 Whitmore Rd					NA		NA		10/14/2002	
						To: Amelia County Line										
(708)	0.30	490	G	93%	1%	2%	1%	3%	0%	F	0.099	F	0.74	500	G	2006
						To: 26-746										
(708) Namozine Rd	5.93	1000	G	93%	1%	2%	1%	3%	0%	C	0.113	F	0.702	1000	G	2006
						To: 26-601 River Rd										

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(708) Namozine Rd	0.70	2000	G	93%	1%	2%	1%	3%	0%	F	0.102	F	0.689	2200	G	2006
			From:	26-601 River Rd						To:	US 460; 26-631					
(709) Shipping Rd	2.70	70	R											NA		06/06/2005
			From:	26-609 Cherryhill Rd						To:	SR 40					
(709)	3.70	290	R											NA		10/15/2002
			From:	26-656						To:	26-656					
(709)	1.70	390	R											NA		10/15/2002
			From:	26-658						To:	26-650					
(709)	0.63	840	R											NA		10/15/2002
			From:	SCL McKenney						To:	Dead End					
(710) Cemetery Rd	0.85	10	R											NA		05/12/2005
			From:	SCL McKenney						To:	SR 40					
<b>Town of McKenney</b>																
(710)	0.11	9	R											NA		08/27/2002
			From:	SR 40						To:	Dead End					
<b>Dinwiddie County</b>																
(711) Ridley Rd	1.30	40	R											NA		05/04/2005
			From:	Dead End						To:	26-670 Old Stage Rd					
(712)	0.55	30	R											NA		05/04/2005
			From:	26-703 Carson Rd						To:	Dead End					
(713)	2.54	260	R											NA		10/15/2002
			From:	US 1						To:	26-687					
(714)	0.46	360	R											NA		08/15/2002
			From:	US 1 Boydton Plank Rd						To:	Dead End					
(715) Patillo Rd	1.78	120	R											NA		06/08/2005
			From:	26-645						To:	26-613					
(716)	0.36	50	R											NA		08/20/2002
			From:	26-611; 26-751						To:	26-751					
(717) Anderson Dr	0.50	45	R											NA		05/02/2005
			From:	26-629						To:	Dead End					
(718) Henshaw Rd	0.38	370	R											NA		08/15/2002
			From:	26-601 River Rd						To:	Dead End					
(719)	0.39	260	R											NA		08/15/2002
			From:	26-601 River Rd						To:	Dead End					
(720)	0.15	180	R											NA		08/15/2002
			From:	26-601 River Rd						To:	Dead End					
(721)	0.60	160	R											NA		10/15/2002
			From:	US 460; FR-804						To:	Dead End					
(722) Abernathy Rd	0.81	150	R											NA		06/08/2005
			From:	26-619 Courthouse Rd						To:	Dead End					

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(723) Pearson Hardy Rd	0.58	120	R			From: 26-611 Wilkinson Rd					NA		NA		06/08/2005
						To: Dead End									
(724)	0.58	230	R			From: 26-639					NA		NA		10/15/2002
						To: US 460									
(725) Cherokee Rd	0.17	140	R			From: Dead End					NA		NA		05/02/2005
						To: 26-706									
(726)	0.23	160	R			From: US 1 Boydton Plank Rd					NA		NA		08/13/2002
						To: Dead End									
(727) Bethune Rd	0.79	120	R			From: Dead End					NA		NA		10/15/2002
						To: 26-675 Vaughan Rd									
(728) Wingfield Rd	0.34	60	R			From: Dead End					NA		NA		06/08/2005
						To: 26-665									
(729) Spriggs Rd	0.53	80	R			From: 26-661 Boisseau Rd					NA		NA		05/02/2005
						To: Dead End									
(730) Williams Rd	0.28	70	R			From: US 460 Cox Rd					NA		NA		05/02/2005
						To: Dead End									
(731)	0.02	230	R			From: 26-611 Wilkinson Rd					NA		NA		09/26/2002
						To: 0.02 ME 26-611									
(731)	0.40	110	R			From: Dead End					NA		NA		09/26/2002
						To: 26-627 Courthouse Rd									
(732)	0.60	260	R			From: Dead End					NA		NA		09/26/2002
						To: 26-627 Courthouse Rd									
(733)	1.20	240	R			From: 26-670 Old Stage Rd					NA		NA		10/15/2002
						To: 26-703 Carson Rd									
(734) Rainey Rd	3.14	220	R			From: 26-619 Courthouse Rd					NA		NA		10/15/2002
						To: 26-626 Flatfoot Rd									
(735) Goose Pond Rd	1.40	100	R			From: 26-619 Courthouse Rd					NA		NA		05/04/2005
						To: Dead End									
(736) Barnes Rd	0.50	60	R			From: 26-659					NA		NA		06/08/2005
						To: Dead End									
(737) Booth Rd	1.60	30	R			From: 26-665					NA		NA		06/08/2005
						To: 26-626 Flatfoot Rd									
(738)	1.33	300	R			From: 26-645					NA		NA		10/15/2002
						To: 26-647 Nash Rd									
(739)	1.70	420	R			From: 26-751					NA		NA		09/26/2002
						To: 26-708 Namozine Rd									
(740) Turkey Egg Rd	1.50	1400	R			From: 26-627 Courthouse Rd					NA		NA		09/26/2002
						To: US 1 Boydton Plank Rd									

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(741)	0.70	730	R			From: 26-613 Squirrel Level Rd								NA	08/15/2002
			To: 26-675 Vaughan Rd												
(742)	0.50	240	R			From: 26-613 Squirrel Level Rd								NA	08/15/2002
			To: 26-675 Vaughan Rd												
(743)	0.57	360	R			From: US 460 Cox Road; Cox Rd								NA	08/14/2002
			To: 26-601 River Rd; River Road												
(744) McKissicks Rd	0.70	50	R			From: 26-644 Brills Rd								NA	05/12/2005
			To: Dead End												
(745)	0.20	80	R			From: Dead End								NA	05/12/2005
			To: 26-651												
(746) Birdnest Rd	0.95	90	R			From: 26-708 Namozine Rd								NA	05/02/2005
			To: Dead End												
(747) Wheelers Lane	0.35	10	R			From: 26-611 Wilkinson Rd								NA	05/02/2005
			To: Dead End												
(748)	0.49	320	R			From: Dead End								NA	08/27/2002
			To: 26-652												
(749)	0.04	90	R			From: FR-82								NA	08/14/2002
			To: Dead End												
(750) Oxford Rd	1.51	780	R			From: 26-623 Southerland Rd								NA	08/15/2002
			To: Dead End												
(751)	0.78	480	R			From: US 460 WEST								NA	09/27/2002
			To: 26-611 W; 26-752												
(751)	0.26	1800	R			From: 26-611 W; 26-752								NA	09/27/2002
			To: 26-611 E; 26-716												
(751)	3.25	1800	R			From: 26-611 E; 26-716								NA	09/27/2002
			To: 26-627 WEST												
(751)	2.67	2300	R			From: 26-627 WEST								NA	09/27/2002
			To: US-460 E, Cox Rd												
(752)	0.40	150	R			From: 26-611; 26-751								NA	09/27/2002
			To: Dead End												
(753)	0.40	190	R			From: 26-611 Wilkinson Rd								NA	09/27/2002
			To: Dead End												
(754)	0.88	240	R			From: Dead End								NA	09/26/2002
			To: 26-751												
(755)	0.50	80	R			From: Dead End								NA	09/26/2002
			To: 26-751												
(756) Slates Rd	0.28	140	R			From: 26-628 Tranquility Lane								NA	05/02/2005
			To: Dead End												

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(757) Marmora Dr	0.62	120	R			From:	26-708 Namozine Rd				NA		NA	NA	05/02/2005
						To:	Dead End								
(758) Steers Rd	0.39	280	R			From:	Dead End				NA		NA	NA	08/15/2002
						To:	26-613 Dabney Mill Rd								
(759)	0.57	10	R			From:	Dead End				NA		NA	NA	05/12/2005
						To:	26-650								
(760) Sutherland Ave	0.37	130	R			From:	26-623 Station Rd				NA		NA	NA	06/13/2005
						To:	Dead End								
(764)	0.33	120	R			From:	26-750 Oxford Rd				NA		NA	NA	08/15/2002
						To:	Cul-de-Sac								
(770)	0.08	46	R			From:	Cul-de-Sac				NA		NA	NA	09/26/2002
						To:	Prince George County Line								
(775) Hoffeimer Way	0.92	1900	R			From:	26-672 Church Rd				NA		NA	NA	06/13/2005
						To:	US 1 Boydton Plank Rd								
(776) Chesdin Lake Rd	0.57	380	R			From:	26-601 River Rd				NA		NA	NA	08/14/2002
						To:	Dead End								
(1001)	0.02	5	R			From:	Dead End				NA		NA	NA	05/12/2005
						To:	ECL McKenney								
<b>Town of McKenney</b>															
(1001)	0.02	7	R			From:	ECL McKenney				NA		NA	NA	08/27/2002
						To:	26-1014								
(1001)	0.10	110	R			From:	26-1014				NA		NA	NA	08/27/2002
						To:	26-1013								
(1001)	0.32	320	R			From:	26-1013				NA		NA	NA	08/27/2002
						To:	US 1								
(1001)	0.13	980	R			From:	US 1				NA		NA	NA	08/27/2002
						To:	26-1007								
(1001)	0.16	980	R			From:	26-1007				NA		NA	NA	08/27/2002
						To:	26-1006								
(1001)	0.07	1000	R			From:	26-1006				NA		NA	NA	08/27/2002
						To:	26-1005								
(1001)	0.07	1000	R			From:	26-1005				NA		NA	NA	08/27/2002
						To:	26-1004								
(1001)	0.07	1100	R			From:	26-1004				NA		NA	NA	08/27/2002
						To:	26-1003								
(1001)	0.03	420	R			From:	26-1003				NA		NA	NA	08/27/2002
						To:	26-1002								
(1002)	0.10	280	R			From:	SR 40				NA		NA	NA	08/27/2002
						To:	26-1001								
(1003)	0.02	100	R			From:	26-1001				NA		NA	NA	08/27/2002
						To:	Dead End								
(1003)	0.15	190	R			From:	Dead End				NA		NA	NA	08/27/2002
						To:	26-1010								
(1003)	0.15	190	R			From:	26-1010				NA		NA	NA	08/27/2002
						To:	26-1009								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of McKenney</b>															
(1003)	0.03	620	R			From:	26-1009				NA		NA	NA	08/27/2002
(1003)	0.10	1200	R			From:	SR 40				NA		NA	NA	08/27/2002
						To:	26-1001								
(1004)	0.09	100	R			From:	SR 40				NA		NA	NA	08/27/2002
						To:	26-1001								
(1005)	0.14	60	R			From:	26-1009				NA		NA	NA	08/27/2002
						To:	SR 40								
(1005)	0.23	150	R			From:	26-1008				NA		NA	NA	08/27/2002
						To:	26-1001								
(1006)	0.08	40	R			From:	SR 40				NA		NA	NA	08/27/2002
						To:	26-1001								
(1007)	0.08	120	R			From:	SR 40				NA		NA	NA	08/27/2002
						To:	26-1001								
(1007)	0.11	120	R			From:	26-1008				NA		NA	NA	08/27/2002
						To:	26-1001								
(1008)	0.07	60	R			From:	Dead End				NA		NA	NA	08/27/2002
						To:	26-1007								
(1008)	0.19	90	R			From:	26-1007				NA		NA	NA	08/27/2002
						To:	26-1005								
<b>Dinwiddie County</b>															
(1009)	0.65	220	R			From:	US 1				NA		NA	NA	08/27/2002
						To:	SCL McKenney								
<b>Town of McKenney</b>															
(1009)	0.27	320	R			From:	SCL McKenney				NA		NA	NA	08/27/2002
						To:	26-1005								
(1009)	0.13	280	R			From:	26-1005				NA		NA	NA	08/27/2002
						To:	26-1003								
(1010)	0.25	80	R			From:	SCL McKenney				NA		NA	NA	08/27/2002
						To:	26-1012								
(1010)	0.04	70	R			From:	26-1012				NA		NA	NA	08/27/2002
						To:	26-1003								
(1011)	0.05	120	R			From:	Dead End				NA		NA	NA	08/27/2002
						To:	26-614								
(1012)	0.10	40	R			From:	26-1010				NA		NA	NA	08/27/2002
						To:	Dead End								
(1013)	0.08	210	R			From:	SR 40				NA		NA	NA	08/27/2002
						To:	26-1001								
(1014)	0.08	90	R			From:	26-1001				NA		NA	NA	08/27/2002
						To:	ECL McKenney								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1014)	0.31	90	R								NA		NA		08/27/2002
<b>Town of McKenney</b>															
(1015) Bethel Rd	0.10	50	R								NA		NA		05/12/2005
			To:												
<b>Dinwiddie County</b>															
(1020) Seaboard Dr	0.08	130	R								NA		NA		06/08/2005
			To:												
(1021) Southern Ave	0.12	45	R								NA		NA		06/08/2005
			To:												
(1021) Southern Ave	0.09	70	R								NA		NA		06/08/2005
			To:												
(1040)	0.55	NA									NA		NA		
			To:												
(1041)	0.04	NA									NA		NA		
			To:												
(1042)	0.15	NA									NA		NA		
			To:												
(1101) Acorn Dr	0.30	70	R								NA		NA		06/08/2005
			To:												
(1110) Dabney Dr	0.31	60	R								NA		NA		05/02/2005
			To:												
(1110) Dabney Dr	0.21	140	R								NA		NA		05/02/2005
			To:												
(1111) Anne Rd	0.16	60	R								NA		NA		05/02/2005
			To:												
(1112) Gibson Dr	0.31	70	R								NA		NA		05/02/2005
			To:												
(1112) Gibson Dr	0.13	100	R								NA		NA		05/02/2005
			To:												
(1113) Charlotte Rd	0.16	40	R								NA		NA		05/02/2005
			To:												
(1120) Tanglewood Dr	0.25	470	R								NA		NA		06/08/2005
			To:												
(1120) Tanglewood Dr	0.10	570	R								NA		NA		06/08/2005
			To:												
(1121) Southwood Dr	0.14	110	R								NA		NA		06/08/2005
			To:												
(1122) Northwood Dr	0.08	310	R								NA		NA		06/08/2005
			To:												

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1123) Circlewood Dr	0.46	300	R			From:	26-1122 Northwood Dr				NA		NA		06/08/2005
						To:	Dead End								
(1201) McKenney Ave	0.25	90	R			From:	Dead End				NA		NA		05/12/2005
						To:	US 1; 26-650								
(1210) Waterford Dr	0.45	100	R			From:	Cul-de-Sac				NA		NA		06/13/2005
						To:	26-750 Oxford Rd								
(1240) Wrenn Forest Dr	0.21	560	R			From:	Cul-de-Sac				NA		NA		06/13/2005
						To:	26-601 River Rd								
(1241) Swan Circle	0.15	80	R			From:	26-1243 Canvasback Ct				NA		NA		06/13/2005
						To:	26-1240 Wrenn Forest Dr								
(1242) Pintail Ln	0.11	70	R			From:	26-1243 Canvasback Ct				NA		NA		06/13/2005
						To:	26-1240 Wrenn Forest Dr								
(1242) Pintail Ln	0.23	NA				From:	26-1246				NA		NA		
						To:	Cul-de-Sac								
(1243) Canvasback Ct	0.23	60	R			From:	Cul-de-Sac				NA		NA		06/13/2005
						To:	Cul-de-Sac								
(1244)	0.08	NA				From:	26-1242				NA		NA		
						To:	Cul-de-Sac								
(1245)	0.06	NA				From:	26-1242				NA		NA		
						To:	Cul-de-Sac								
(1246)	0.22	NA				From:	Cul-de-Sac				NA		NA		
						To:	26-1242								
(1246)	0.09	NA				From:	26-1242				NA		NA		
						To:	Cul-de-Sac								
(1301) Lee Blvd	0.23	590	R			From:	SR 226 Cox Rd				NA		NA		05/16/2005
						To:	26-1332 Hill St								
(1301) Lee Blvd	0.18	200	R			From:	26-1332 Hill St				NA		NA		05/16/2005
						To:	Dead End								
(1302) Dinwiddie Ave	0.10	120	R			From:	26-1306 Roanoke St				NA		NA		05/18/2005
						To:	26-1348 Potomac St								
(1302) Dinwiddie Ave	0.03	190	R			From:	26-1348 Potomac St				NA		NA		05/18/2005
						To:	26-1309 York St								
(1302) Dinwiddie Ave	0.11	260	R			From:	26-1309 York St				NA		NA		05/18/2005
						To:	US 1 Boydton Plank Rd								
(1303) Simmons Ave	0.37	220	R			From:	Dead End				NA		NA		05/18/2005
						To:	FR-290								
(1303) Simmons Ave	0.03	2200	R			From:	FR-290				NA		NA		05/18/2005
						To:	US 1 Boydton Plank Rd								
(1304) Nottoway Ave	0.10	170	R			From:	26-1349 Warwick St				NA		NA		05/18/2005
						To:	26-1306 Roanoke St								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1304) Nottoway Ave	0.10	210	R								NA		NA		05/18/2005
(1304) Nottoway Ave	0.13	250	R								NA		NA		05/18/2005
			To:												
(1305) Surry Ave	0.14	230	R								NA		NA		05/18/2005
(1305) Surry Ave	0.19	340	R								NA		NA		05/18/2005
			To:												
(1305) Surry Ave	0.09	430	R								NA		NA		05/18/2005
			To:												
(1305) Surry Ave	0.11	530	R								NA		NA		05/18/2005
			To:												
(1306) Roanoke St	0.04	110	R								NA		NA		05/18/2005
			To:												
(1306) Roanoke St	0.04	140	R								NA		NA		05/18/2005
			To:												
(1306) Roanoke St	0.04	130	R								NA		NA		05/18/2005
			To:												
(1306) Roanoke St	0.04	100	R								NA		NA		05/18/2005
			To:												
(1307)	0.10	210	R								NA		NA		05/18/2005
			To:												
(1307)	0.10	280	R								NA		NA		05/18/2005
			To:												
(1307)	0.12	330	R								NA		NA		05/18/2005
			To:												
(1308) Greenville Ave	0.13	60	R								NA		NA		05/18/2005
			To:												
(1308) Greenville Ave	0.09	370	R								NA		NA		05/18/2005
			To:												
(1308) Greenville Ave	0.10	500	R								NA		NA		05/18/2005
			To:												
(1308) Greenville Ave	0.09	550	R								NA		NA		05/18/2005
			To:												
(1308) Greenville Ave	0.12	620	R								NA		NA		05/18/2005
			To:												
(1309) York St	0.10	47	R								NA		NA		05/18/2005
			To:												
(1310) Rockdale Rd	0.10	90	R								NA		NA		05/16/2005
			To:												
(1310) Cedar Hart Rd	0.11	1800	R								NA		NA		05/16/2005
			To:												
(1310) Cedar Hart Rd	0.10	1700	R								NA		NA		05/16/2005
			To:												
(1311) Grant Ave	0.31	310	R								NA		NA		05/16/2005
			To:												

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1311) Grant Ave	0.10	80	R			From:	26-1310 Rockdale Road				NA		NA	NA	05/16/2005
						To:	Dead End								
(1312) Sunset Dr	0.12	1000	R			From:	26-1313 Franklin St				NA		NA	NA	05/16/2005
						To:	SR 226 Cox Rd								
(1313) Franklin St	0.22	1000	R			From:	26-1312 Sunset Dr				NA		NA	NA	05/16/2005
						To:	US 1 Boydton Plank Rd								
(1314) Glendale Ave	0.03	20	R			From:	Dead End				NA		NA	NA	05/23/2005
						To:	26-1317 Meadow Lane								
(1314) Glendale Ave	0.12	140	R			From:	26-1317 Meadow Lane				NA		NA	NA	05/23/2005
						To:	26-1318 Callear Rd								
(1314) Glendale Ave	0.10	170	R			From:	26-1318 Callear Rd				NA		NA	NA	05/23/2005
						To:	26-1315 Del Keith Rd								
(1314) Glendale Ave	0.06	220	R			From:	26-1315 Del Keith Rd				NA		NA	NA	05/23/2005
						To:	SR 226 Cox Rd								
(1315) Del Keith Rd	0.06	70	R			From:	26-603 Sterling Rd				NA		NA	NA	05/23/2005
						To:	26-1316 Meridan Ave								
(1315) Del Keith Rd	0.11	80	R			From:	26-1316 Meridan Ave				NA		NA	NA	05/23/2005
						To:	26-1314 Glendale Ave								
(1316) Meridan Ave	0.07	50	R			From:	26-1317 Meadow Lane				NA		NA	NA	05/23/2005
						To:	26-1319 Short St								
(1316) Meridan Ave	0.06	170	R			From:	26-1319 Short St				NA		NA	NA	05/23/2005
						To:	26-1318 Callear Rd								
(1316) Meridan Ave	0.10	80	R			From:	26-1318 Callear Rd				NA		NA	NA	05/23/2005
						To:	26-1315 Del Keith Rd								
(1317) Meadow Lane	0.07	70	R			From:	26-1316 Meridan Ave				NA		NA	NA	05/23/2005
						To:	26-1314 Glendale Ave								
(1318) Callear Rd	0.13	100	R			From:	26-1316 Meridan Ave				NA		NA	NA	05/23/2005
						To:	26-1314 Glendale Ave								
(1319) Short St	0.06	180	R			From:	26-603 Sterling Rd				NA		NA	NA	05/23/2005
						To:	26-1316 Meridan Ave								
(1320) Ritchie Ave	0.09	200	R			From:	26-1362 Oak Ct				NA		NA	NA	05/23/2005
						To:	26-1363 Cross St								
(1320) Ritchie Ave	0.13	190	R			From:	26-1363 Cross St				NA		NA	NA	05/23/2005
						To:	US 1 Boydton Plank Rd; SR 142 Simpson Rd								
(1321) Ashley Ln	0.18	190	R			From:	Dead End				NA		NA	NA	05/16/2005
						To:	26-601 River Rd								
(1322) Harwell Drive	0.14	290	R			From:	Dead End				NA		NA	NA	05/23/2005
						To:	US 1 Boydton Plank Rd								
(1323) West Dr	0.40	390	R			From:	26-600 Ferndale Rd				NA		NA	NA	05/16/2005
						To:	Dead End								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1324) Ford Ave	0.15	1200	R			From:	26-1363 Cross St				NA		NA	NA	05/23/2005
						To:	US 1 Boyton Plank Road								
(1325) Creek Ave	0.21	220	R			From:	Cul-de-Sac				NA		NA	NA	05/23/2005
						To:	26-1326 Mt. Pleasant St								
(1325) Creek Ave	0.06	290	R			From:	26-1326 Mt. Pleasant St				NA		NA	NA	05/23/2005
						To:	SR 226 Cox Rd								
(1326) Mt. Pleasant St	0.21	60	R			From:	26-1325 Creek Ave				NA		NA	NA	05/23/2005
						To:	26-1327 Cedar Lane								
(1327) Cedar Ln	0.05	130	R			From:	26-1326 Mt. Pleasant St				NA		NA	NA	05/23/2005
						To:	SR 226 Cox Rd								
(1328) Pinecroft Rd	0.10	70	R			From:	Dead End				NA		NA	NA	05/16/2005
						To:	26-1329 Brookdale Rd								
(1328) Pinecroft Rd	0.12	200	R			From:	26-1329 Brookdale Rd				NA		NA	NA	05/16/2005
						To:	26-1330 Balsam Lane								
(1328) Pinecroft Rd	0.07	390	R			From:	26-1330 Balsam Lane				NA		NA	NA	05/16/2005
						To:	26-600 Ferndale Rd								
(1329) Brookdale Rd	0.06	180	R			From:	26-1330 Balsam Lane				NA		NA	NA	05/16/2005
						To:	26-1328 Pinecroft Rd								
(1330) Balsam Ln	0.17	190	R			From:	26-1329 Brookdale Rd				NA		NA	NA	05/16/2005
						To:	26-1328 Pinecroft Rd								
(1331) Creek Circle	0.03	40	R			From:	26-1325 Creek Ave				NA		NA	NA	06/13/2005
						To:	Cul-de-Sac								
(1332) Hill St	0.05	190	R			From:	26-1301 Lee Blvd				NA		NA	NA	05/16/2005
						To:	Dead End								
(1333)	0.54	300	R			From:	26-600 Ferndale Rd				NA		NA	NA	05/16/2005
						To:	26-600 Ferndale Rd								
(1334)	0.12	40	R			From:	Dead End				NA		NA	NA	05/23/2005
						To:	26-1336 Forest Ave								
(1334)	0.22	530	R			From:	26-1336 Forest Ave				NA		NA	NA	05/23/2005
						To:	FR-290; 26-1335								
(1335) Church Rd	0.19	280	R			From:	0.19 MS FR-290				NA		NA	NA	05/23/2005
						To:	FR-290; 26-1334								
(1335) Church Rd	0.08	20	R			From:	FR-290; 26-1334				NA		NA	NA	05/23/2005
						To:	Dead End								
(1336) Forest Ave	0.09	410	R			From:	26-1334				NA		NA	NA	05/23/2005
						To:	26-1337 James Ave								
(1337) James Ave	0.12	80	R			From:	Dead End				NA		NA	NA	05/23/2005
						To:	26-1336 Forest Ave								
(1338) Shadyside Dr	0.20	160	R			From:	26-1335 Church Rd				NA		NA	NA	05/23/2005
						To:	Cul-de-Sac								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1339) Creek Lane	0.07	50	R			From:	26-1325 Creek Ave				NA		NA	NA	05/23/2005
						To:	Cul-de-Sac								
(1340)	0.15	40	R			From:	SR 226 Cox Rd				NA		NA	NA	08/19/2002
						To:	26-1341 Driver Rd								
(1340) Fairway Ln	0.09	270	R			From:	26-1341 Driver Rd				NA		NA	NA	05/18/2005
						To:	26-1342 Wedgewood Rd								
(1340) Fairway Ln	0.12	80	R			From:	26-1342 Wedgewood Rd				NA		NA	NA	05/18/2005
						To:	Dead End								
(1341) Driver Rd	0.17	150	R			From:	26-1343 Greenway Rd				NA		NA	NA	05/18/2005
						To:	26-1340 Fairway Lane								
(1342) Wedgewood Rd	0.20	110	R			From:	26-1343 Greenway Rd				NA		NA	NA	05/18/2005
						To:	26-1340 Fairway Lane								
(1343) Greenway Rd	0.09	100	R			From:	26-1341 Driver Rd				NA		NA	NA	05/18/2005
						To:	26-1342 Wedgewood Rd								
(1344) Orchard Rd	0.09	320	R			From:	SR 226 Cox Rd				NA		NA	NA	05/16/2005
						To:	26-1345 Steven Ave								
(1344) Orchard Rd	0.09	270	R			From:	26-1345 Steven Ave				NA		NA	NA	05/16/2005
						To:	26-1346 Wayne Ave								
(1345) Steven Ave	0.06	40	R			From:	Dead End				NA		NA	NA	05/18/2005
						To:	26-1344 Orchard Rd								
(1345) Steven Ave	0.04	40	R			From:	26-1344 Orchard Rd				NA		NA	NA	05/18/2005
						To:	Dead End								
(1346) Wayne Ave	0.07	30	R			From:	Dead End				NA		NA	NA	05/18/2005
						To:	26-1344 Orchard Rd								
(1346) Wayne Ave	0.04	210	R			From:	26-1344 Orchard Rd				NA		NA	NA	05/18/2005
						To:	26-1347 Orchard Dr								
(1346) Wayne Ave	0.01	47	R			From:	26-1347 Orchard Dr				NA		NA	NA	05/18/2005
						To:	Dead End								
(1347) Orchard Dr	0.17	130	R			From:	Dead End				NA		NA	NA	05/18/2005
						To:	26-1346 Wayne Ave								
(1348) Potomac St	0.04	120	R			From:	26-1305 Surry Ave				NA		NA	NA	05/23/2005
						To:	26-1308 Greensville Ave								
(1348) Potomac St	0.04	150	R			From:	26-1308 Greensville Ave				NA		NA	NA	05/23/2005
						To:	26-1307								
(1348) Potomac St	0.04	130	R			From:	26-1307				NA		NA	NA	05/23/2005
						To:	26-1304 Nottoway Ave								
(1348) Potomac St	0.04	120	R			From:	26-1304 Nottoway Ave				NA		NA	NA	05/23/2005
						To:	26-1302 Dinwiddie Ave								
(1349) Warwick St	0.04	130	R			From:	26-1308 Greensville Ave				NA		NA	NA	05/18/2005
						To:	26-1307								
(1349) Warwick St	0.04	80	R			From:	26-1307				NA		NA	NA	05/18/2005
						To:	26-1304 Nottoway Ave								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1350) Pagan St	0.04	50	R			From:	26-1305 Surry Ave							NA	05/18/2005
						To:	26-1308 Greensville Ave								
(1352) Elsie Dr	0.19	260	R			From:	26-601 River Rd							NA	05/16/2005
						To:	26-1354 Mark Dr								
(1352) Elsie Dr	0.10	120	R			From:	26-1354 Mark Dr							NA	05/16/2005
						To:	Cul-de-Sac								
(1353) Susie Dr	0.19	280	R			From:	26-601 River Rd							NA	05/16/2005
						To:	26-1354 Mark Dr								
(1353) Susie Dr	0.10	100	R			From:	26-1354 Mark Dr							NA	05/16/2005
						To:	Cul-de-Sac								
(1354) Mark Dr	0.08	60	R			From:	26-1352 Elsie Dr							NA	05/16/2005
						To:	26-1353 Susie Dr								
(1354)	0.12	70	R			From:	26-1390							NA	08/20/2002
						To:	R								
(1354)	0.07	100	R			From:	26-1390							NA	08/20/2002
						To:	Dead End								
(1355) E. Autumn Dr	0.18	320	R			From:	26-601 E. River Rd							NA	08/20/2002
						To:	26-1356								
(1355) E. Autumn Dr	0.07	190	R			From:	26-1356							NA	05/16/2005
						To:	26-1367 Iris Circle								
(1355) E. Autumn Dr	0.10	140	R			From:	26-1367 Iris Circle							NA	05/16/2005
						To:	26-1368 Woods Ct								
(1355) W. Autumn Dr	0.28	250	R			From:	26-1368 Woods Ct							NA	05/23/2005
						To:	26-1369 Westbriar Lane								
(1355) W. Autumn Dr	0.13	380	R			From:	26-1369 Westbriar Lane							NA	05/23/2005
						To:	26-601 W. River Rd								
(1356)	0.09	100	R			From:	Dead End							NA	08/20/2002
						To:	26-1355								
(1356)	0.06	60	R			From:	26-1355							NA	08/20/2002
						To:	26-1355 E. Autumn Dr								
(1357)	0.26	260	R			From:	26-1355 E. Autumn Dr							NA	08/20/2002
						To:	Dead End								
(1357)	0.13	320	R			From:	Dead End							NA	08/20/2002
						To:	26-1358								
(1357)	0.08	360	R			From:	26-1358							NA	08/20/2002
						To:	26-1360								
(1357)	0.08	360	R			From:	26-1360							NA	08/20/2002
						To:	26-1359								
(1358)	0.03	8	R			From:	26-1359							NA	08/20/2002
						To:	26-601								
(1358)	0.07	40	R			From:	26-601							NA	08/20/2002
						To:	Dead End								
(1358)	0.08	120	R			From:	Dead End							NA	08/20/2002
						To:	26-1357								
(1359) Gaydell Dr	0.04	20	R			From:	26-1357							NA	05/16/2005
						To:	26-1360 Gap Terminus								
						From:	26-1360 Gap Terminus								
						To:	26-601								
						From:	26-601								
						To:	Dead End								
						From:	26-1364 Keithwood Dr								
						To:	26-1364 Keithwood Dr								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1359) Gaydell Dr	0.10	450	R								NA		NA		05/16/2005
						From:	26-1364 Keithwood Dr								
						To:									
(1359)	0.29	360	R								NA		NA		08/19/2002
						From:		26-1357							
						To:									
(1359)	0.22	340	R								NA		NA		08/19/2002
						From:		26-1358							
						To:									
(1359)	0.10	350	R								NA		NA		08/19/2002
						To:		26-1385							
						From:		26-1357							
(1360)	0.23	190	R								NA		NA		08/19/2002
						To:		26-1358							
						From:		26-1366							
(1361)	0.14	590	R								NA		NA		08/19/2002
						To:		SR 226							
						From:		26-603 Sterling Rd							
(1362) Oak Ct	0.12	230	R								NA		NA		05/23/2005
						To:		26-1320 Ritchie Ave							
						From:		26-1320 Ritchie Ave							
(1363) Cross St	0.08	70	R								NA		NA		05/23/2005
						To:		26-1324 Ford Ave							
						From:		Dead End							
(1364) Keithwood Dr	0.07	30	R								NA		NA		05/16/2005
						To:		26-1365 Timpan Lane							
(1364) Keithwood Dr	0.21	320	R								NA		NA		05/16/2005
						To:		26-1359 Gaydell Dr							
						From:		26-1364 Keithwood Dr							
(1365) Timpan Ln	0.11	140	R								NA		NA		05/16/2005
						To:		Cul-de-Sac							
						From:		Dead End							
(1366)	0.46	230	R								NA		NA		10/15/2002
						To:		Dead End							
						From:		26-1355 E; Autumn Dr							
(1367) Iris Circle	0.04	30	R								NA		NA		05/16/2005
						To:		Cul-de-Sac							
						From:		Cul-de-Sac							
(1368) Woods Ct	0.05	40	R								NA		NA		05/16/2005
						To:		26-1355 W; Autumn Dr; E. Autumn Dr							
						From:		26-1355 W; Autumn Dr							
(1369) Westbriar Ln	0.04	30	R								NA		NA		05/16/2005
						To:		Cul-de-Sac							
						From:		26-1371							
(1370)	0.16	50	R								NA		NA		05/23/2005
						To:		26-672 Weakley Rd							
						From:		Cul-de-Sac							
(1371)	0.18	120	R								NA		NA		08/19/2002
						To:		26-1370							
(1371)	0.07	160	R								NA		NA		08/19/2002
						To:		26-672 Weakley Rd							
						From:		US 1 Boydton Plank Rd							
(1372)	0.09	480	R								NA		NA		08/19/2002
						To:		26-1373							
						From:		26-1372 Begin Loop							
(1373)	0.44	230	R								NA		NA		08/19/2002
						To:		End Loop							

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1375) Sequoia Ct	0.13	120	R			From:	26-1382							NA	05/23/2005
						To:	Cul-de-Sac								
(1376) Sierra Rd	0.07	60	R			From:	Cul-de-Sac							NA	05/23/2005
						To:	26-1381 Chesdin Dr								
(1377)	0.07	50	R			From:	Cul-de-Sac							NA	08/19/2002
						To:	26-1381 Chesdin Dr								
(1378)	0.11	120	R			From:	Cul-de-Sac							NA	08/19/2002
						To:	26-1379								
(1379)	0.24	160	R			From:	26-1380							NA	10/15/2002
						To:	26-1393								
(1380) Woodstream Dr	0.31	680	R			From:	Dead End							NA	05/18/2005
						To:	SR 226 Cox Rd								
(1380)	0.53	150	R			From:	Dead End							NA	05/18/2005
						To:	Dead End								
(1381) Chesdin Dr	0.43	590	R			From:	Dead End							NA	05/23/2005
						To:	SR 226 Cox Rd								
(1382)	0.27	190	R			From:	Dead End							NA	08/19/2002
						To:	26-1381 Chesdin Dr								
(1383)	0.08	110	R			From:	26-1382							NA	08/19/2002
						To:	Cul-de-Sac								
(1384)	0.15	560	R			From:	26-1382							NA	08/19/2002
						To:	SR 226; 26-1384								
(1385)	0.30	390	R			From:	Dead End							NA	08/19/2002
						To:	26-1386								
(1385)	0.13	410	R			From:	26-1386							NA	08/19/2002
						To:	26-1359								
(1385)	0.11	820	R			From:	26-1359							NA	08/19/2002
						To:	26-601 River Rd								
(1386)	0.14	90	R			From:	Cul-de-Sac							NA	08/19/2002
						To:	26-1385								
(1387)	0.12	90	R			From:	26-1386							NA	08/19/2002
						To:	26-1359								
(1388) Gloria Dr	0.03	10	R			From:	Dead End							NA	05/16/2005
						To:	26-1389 Paul Dr								
(1388) Gloria Dr	0.07	180	R			From:	26-1389 Paul Dr							NA	05/16/2005
						To:	26-1385								
(1389) Paul Dr	0.10	110	R			From:	26-1388 Gloria Dr							NA	05/16/2005
						To:	Cul-de-Sac								
(1390)	0.09	460	R			From:	26-601 River Rd							NA	08/19/2002
						To:	26-1391								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1390)	0.10	380	R								NA		NA		08/19/2002
(1390)	0.08	260	R								NA		NA		08/19/2002
(1390)	0.06	80	R								NA		NA		08/19/2002
(1391)	0.06	70	R								NA		NA		08/19/2002
(1392)	0.06	70	R								NA		NA		08/19/2002
(1393)	0.19	NA									NA		NA		
(1394)	0.05	NA									NA		NA		
(1395)	0.35	NA									NA		NA		
(1396)	0.15	NA									NA		NA		
(1397)	0.05	47	R								NA		NA		05/25/2005
(1398)	0.06	50	R								NA		NA		05/25/2005
(1401) Springcreek Rd	0.41	150	R								NA		NA		05/25/2005
(1402) Main St	0.10	200	R								NA		NA		05/25/2005
(1402) Sycamore Dr	0.15	260	R								NA		NA		05/25/2005
(1403)	0.11	20	R								NA		NA		06/13/2005
(1404) Rowanty Ln	0.06	50	R								NA		NA		05/25/2005
(1405) Lakewood Dr	0.20	220	R								NA		NA		05/02/2005
(1405) Lakewood Dr	0.16	60	R								NA		NA		05/02/2005
(1406) Stonewall Dr	0.43	150	R								NA		NA		05/02/2005
(1407) Bonneville Ln	0.50	180	R								NA		NA		05/02/2005

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1410) Allen Rd	0.08	540	R								NA		NA		05/25/2005
(1410) Allen Rd	0.06	480	R								NA		NA		05/25/2005
(1410) Allen Rd	0.11	320	R								NA		NA		05/25/2005
(1410) Allen Rd	0.07	80	R								NA		NA		05/25/2005
(1410) Allen Rd	0.05	5	R								NA		NA		05/25/2005
(1411) Dorothy Ct	0.12	60	R								NA		NA		05/25/2005
(1412) Frances Dr	0.12	70	R								NA		NA		05/25/2005
(1413) Albert St	0.28	110	R								NA		NA		05/25/2005
(1414) Bishop St	0.16	140	R								NA		NA		05/25/2005
(1414)	0.13	100	R								NA		NA		05/25/2005
(1415) Rainbow St	0.12	20	R								NA		NA		05/25/2005
(1420) River Run Dr	0.15	950	R								NA		NA		06/13/2005
(1421) Lake Dr	0.27	110	R								NA		NA		06/13/2005
(1422) Plantation Pl	0.04	40	R								NA		NA		06/13/2005
(1423) Plantation Dr	0.22	80	R								NA		NA		06/13/2005
(1424) Plantation Ct	0.05	50	R								NA		NA		06/13/2005
(1425) Mark Dr	0.05	110	R								NA		NA		06/13/2005
(1501) Sutherland Dr	0.17	120	R								NA		NA		05/25/2005
(1501) Sutherland Dr	0.29	290	R								NA		NA		05/25/2005
(1502) Woodland Rd	0.08	80	R								NA		NA		05/25/2005

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1503) Belville Dr	0.12	60	R			From:	26-1502 Woodland Rd				NA		NA	NA	05/25/2005
						To:	Dead End								
(1504) Woodland Dr	0.10	80	R			From:	26-1505 Tara Dr				NA		NA	NA	05/25/2005
						To:	26-1501 Sutherland Dr								
(1504) Woodland Dr	0.14	30	R			From:	26-1501 Sutherland Dr				NA		NA	NA	05/25/2005
						To:	Dead End								
(1505) Tara Dr	0.10	70	R			From:	26-1504 Woodland Dr				NA		NA	NA	05/25/2005
						To:	Dead End								
(1509)	0.23	180	R			From:	26-1510 Chesdin Blvd				NA		NA	NA	08/20/2002
						To:	Dead End								
(1510) Chesdin Blvd	0.57	850	R			From:	26-601 River Rd				NA		NA	NA	05/25/2005
						To:	26-1512 Ridgecrest Dr								
(1510) Chesdin Blvd	0.46	290	R			From:	26-1512 Ridgecrest Dr				NA		NA	NA	05/25/2005
						To:	26-1511 Chesdin Ct								
(1510) Chesdin Blvd	0.06	30	R			From:	26-1511 Chesdin Ct				NA		NA	NA	05/25/2005
						To:	Dead End								
(1511) Chesdin Ct	0.04	40	R			From:	26-1510 Chesdin Blvd				NA		NA	NA	05/25/2005
						To:	Cul-de-Sac								
(1512) Ridgecrest Dr	0.10	46	R			From:	26-1510 Chesdin Blvd				NA		NA	NA	05/25/2005
						To:	26-1513 Shoreview Dr								
(1513)	0.13	150	R			From:	26-1509				NA		NA	NA	08/20/2002
						To:	26-1512 Ridgecrest Dr								
(1513) Shoreview Dr	0.15	160	R			From:	26-1512 Ridgecrest Dr				NA		NA	NA	05/25/2005
						To:	26-1514 Waterview Ct								
(1513) Shoreview Dr	0.13	80	R			From:	26-1514 Waterview Ct				NA		NA	NA	05/25/2005
						To:	Cul-de-Sac								
(1514) Waterview Ct	0.05	30	R			From:	Cul-de-Sac				NA		NA	NA	05/25/2005
						To:	26-1513 Shoreview Dr								
(1515) Edrie Dr	0.13	430	R			From:	26-601 River Rd				NA		NA	NA	05/25/2005
						To:	26-1516 Eugene Dr								
(1515) Edrie Dr	0.04	20	R			From:	26-1516 Eugene Dr				NA		NA	NA	05/25/2005
						To:	Dead End								
(1516) Eugene Dr	0.12	90	R			From:	Dead End				NA		NA	NA	05/25/2005
						To:	26-1517 Independence Dr								
(1516) Eugene Dr	0.22	410	R			From:	26-1517 Independence Dr				NA		NA	NA	05/25/2005
						To:	26-1515 Edrie Dr								
(1517) Independence Dr	0.07	170	R			From:	26-1515 Edrie Dr				NA		NA	NA	05/25/2005
						To:	26-1518 Hope Dr								
(1517) Independence Dr	0.07	170	R			From:	26-1518 Hope Dr				NA		NA	NA	05/25/2005
						To:	26-1516 Eugene Dr								
(1518) Hope Dr	0.07	70	R			From:	Dead End				NA		NA	NA	05/25/2005
						To:	26-1517 Independence Dr								
(1518) Hope Dr	0.10	80	R			From:	26-1517 Independence Dr				NA		NA	NA	05/25/2005
						To:	Dead End								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Dinwiddie County</b>															
(1530)	0.07	30	R			From:	Dead End				NA		NA	NA	09/27/2002
(1530)	0.09	70	R			From:	26-1531				NA		NA	NA	09/27/2002
						To:	26-751								
(1531)	0.23	80	R			From:	26-1530				NA		NA	NA	09/27/2002
						To:	26-751								
(9116)	0.14	740	R			From:	26-751				NA		NA	NA	05/02/2005
						To:	Cul-de-Sac								
<b>Town of McKenney</b>															
(9117)	0.04	240	R			From:	McKenney Elem School				NA		NA	NA	05/12/2005
						To:	26-614								
<b>Dinwiddie County</b>															
(9118)	0.07	260	R			From:	Dinwiddie Elem School				NA		NA	NA	10/23/2002
						To:	0.07 MN US 1								
(9118)	0.05	100	R			From:	0.07 MN US 1				NA		NA	NA	05/02/2005
						To:	0.12 MN US 1								
(9118)	0.09	160	R			From:	0.12 MN US 1				NA		NA	NA	05/02/2005
						To:	0.21 MN US 1								
(9118)	0.09	200	R			From:	0.21 MN US 1				NA		NA	NA	05/02/2005
						To:	US 1 Boydton Plank Rd								
<b>Town of McKenney</b>															
(9119)	0.02	30	R			From:	26-1001				NA		NA	NA	1999
						To:	0.02 MN 26-1001								
(9119)	0.10	40	R			From:	0.02 MN 26-1001				NA		NA	NA	1999
						To:	Cul-de-Sac								
<b>Dinwiddie County</b>															
(9535)	0.23	860	R			From:	US 1 Boydton Plank Rd				NA		NA	NA	05/02/2005
						To:	0.23 MN US 1								
(9535)	0.20	780	R			From:	0.23 MN US 1				NA		NA	NA	05/02/2005
						To:	0.43 MN US 1								
(9535)	0.13	620	R			From:	0.43 MN US 1				NA		NA	NA	05/02/2005
						To:	US 1 Boydton Plank Rd								
(9920)	0.10	90	R			From:	US 1 Boydton Plank Rd				NA		NA	NA	09/26/2002
						To:	Cul-de-Sac								
(9921)	0.11	590	R			From:	Cul-de-Sac				NA		NA	NA	05/02/2005
						To:	26-751								
(9921)	0.11	590	R			From:	US 460 Airport St				NA		NA	NA	05/02/2005
						To:	US 460 Airport St								
(9922)	0.11	150	R			From:	US 460 Airport St				NA		NA	NA	05/02/2005
						To:	US 1 Boydton Plank Rd								
(9922)	0.11	150	R			From:	US 1 Boydton Plank Rd				NA		NA	NA	05/02/2005
						To:	Eastside Elem Sch								
(9923)	0.05	360	R			From:	Eastside Elem Sch				NA		NA	NA	10/23/2002
						To:	Dinwiddie High School								
(9923)	0.13	720	R			From:	Dinwiddie High School				NA		NA	NA	05/02/2005
						To:	0.05 MN 26-627								
(9923)	0.15	700	R			From:	0.05 MN 26-627				NA		NA	NA	05/02/2005
						To:	0.18 MN 26-627								
(9923)	0.15	700	R			From:	0.18 MN 26-627				NA		NA	NA	05/02/2005
						To:	0.33 MN 26-627								

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(9923)	0.11	700	R			0.33 MN 26-627					NA		NA		05/02/2005	
						From:										
						To:										
(608 <sub>74</sub> )	0.31	1000	N	98%	0%	1%	0%	1%	0%	N	0.096	N	0.553	1000	N	2006
						From:										
						To:										
(608 <sub>74</sub> )	1.00	1700	G	98%	0%	0%	0%	1%	0%	C	0.100	F	0.609	1800	G	2006
						From:										
						To:										
<b>City of Petersburg</b>																
(3 <sub>123</sub> ) Vaughn Rd	0.64	1100	G			SCL Petersburg; 26-675					0.092	F	0.654	1200	G	2006
						From:										
						To:										
(4 <sub>123</sub> ) Wells Rd	0.41	3900	G	91%	0%	1%	1%	7%	0%	C	0.085	F	0.509	4300	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Halifax Rd	0.18	6100	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.531	6700	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Halifax St	0.58	4600	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.553	5000	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Halifax St	0.19	5300	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.533	5800	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Halifax St	0.37	7800	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.612	8500	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Halifax St	0.29	7700	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.532	8400	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Halifax St	0.28	8500	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.551	9300	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Union St	0.12	3800	G	96%	1%	2%	0%	0%	0%	C	0.093	F	0.887	4200	G	2006
						From:										
						To:										
(9002 <sub>123</sub> ) Union St	0.17	2000	G	90%	2%	8%	0%	0%	0%	C	0.108	F	0.502	2100	G	2006
						From:										
						To:										
(9004 <sub>123</sub> ) Defense Rd	0.47	2000	G	97%	1%	1%	1%	0%	0%	C	0.109	F	0.633	2200	G	2006
						From:										
						To:										
(9004 <sub>123</sub> ) Defense Dr	1.77	3400	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.505	3700	G	2006
						From:										
						To:										
(9004 <sub>123</sub> ) South Boulevard	0.92	8500	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.549	9300	G	2006
						From:										
						To:										
(9004 <sub>123</sub> ) South Boulevard	0.18	5500	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.591	6000	G	2006
						From:										
						To:										
(9004 <sub>123</sub> ) South Boulevard	0.72	2100	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.612	2300	G	2006
						From:										
						To:										
(9006 <sub>123</sub> ) Flank Rd	0.96	1700	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.575	1900	G	2006
						From:										
						To:										
(9006 <sub>123</sub> ) Flank Rd	0.47	3100	G	99%	0%	1%	0%	0%	0%	F	0.11	F	0.582	3400	G	2006
						From:										
						To:										
(9006 <sub>123</sub> ) Flank Rd	0.75	2800	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.602	3000	G	2006
						From:										
						To:										
(9006 <sub>123</sub> ) Flank Rd	0.91	3300	G	99%	0%	0%	0%	0%	0%	C	0.116	F	0.598	3600	G	2006
						From:										
						To:										
(9006 <sub>123</sub> ) Flank Rd ( 1-Way )	0.13	2200	G	99%	1%	0%	0%	0%	0%	C	0.107	F		2400	G	2006
						From:										
						To:										
						US 301 S Crater Rd										

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9008) 123 Rives Rd	0.55	6500	G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.508	7100	G	2006
(9008) 123 Rives Rd	0.27	5500	G	98%	0%	0%	0%	1%	0%	C	0.109	F	0.507	6000	G	2006
(9009) 123 Dupuy Rd	1.24	430	G	96%	1%	3%	0%	0%	0%	F	0.105	F	0.510	470	G	2006
(9009) 123 Dupuy St	0.58	2000	G	96%	1%	3%	0%	0%	0%	F	0.083	F	0.55	2200	G	2006
(9009) 123 Farmer St	0.86	3400	G	96%	1%	3%	0%	0%	0%	C	0.086	F	0.526	3700	G	2006
(9009) 123 Farmer St	0.47	2800	G	96%	1%	3%	0%	0%	0%	F	0.086	F	0.534	3100	G	2006
(9010) 123 Wagner Rd	0.73	15000	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.546	16000	G	2006
(9010) 123 Wagner Rd	1.60	10000	G	94%	1%	1%	1%	4%	0%	C	0.087	F	0.561	11000	G	2006
(9011) 123 Squirrel Level Rd	0.82	820	G	99%	0%	1%	0%	0%	0%	C	0.109	F	0.656	890	G	2006
(9011) 123 Squirrel Level Rd	0.25	4800	G	92%	0%	1%	1%	5%	0%	C	0.087	F	0.54	5200	G	2006
(9011) 123 Squirrel Level	0.20	6900	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.511	7600	G	2006
(9011) 123 Young Rd	0.55	4000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.513	4400	G	2006
(9011) 123 Young Rd	0.59	2700	G	97%	1%	1%	0%	0%	0%	C	0.095	F	0.507	2900	G	2006
(9012) 123 Lee Ave	0.56	2500	G	97%	2%	1%	0%	0%	0%	C	0.090	F	0.531	2800	G	2006
(9012) 123 Porterville St	0.15	1200	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	1300	G	2006
(9012) 123 New St	0.18	1100	G	99%	0%	0%	0%	0%	0%	C	0.090	F	0.641	1200	G	2006
(9012) 123 Harrison St	0.03	880	G	99%	0%	0%	0%	0%	0%	F	0.091	F		960	G	2006
(9012) 123 Corling St	0.09	400	G	99%	0%	0%	0%	0%	0%	F	0.093	F		430	G	2006
(9012) 123 Graham Rd	0.83	5800	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.549	6300	G	2006
(9012) 123 Graham Rd	0.14	10000	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.802	11000	G	2006
(9013) 123 Halifax Rd	1.79	2500	G	92%	0%	1%	1%	6%	0%	C	0.087	F	0.547	2700	G	2006
(9013) 123 Halifax Rd	0.98	470	G	98%	0%	1%	0%	1%	0%	C	0.1	F	0.531	520	G	2006

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9015) Johnson Rd	0.01	2500	G	99%	0%	1%	0%	0%	0%	F	0.125	F	0.562	2800	G	2006
From: SCL Petersburg																
(9015) Johnson Rd	0.54	1100	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.608	1200	G	2006
From: Flank Rd																
(9015) Johnson Rd	1.39	5200	G	99%	0%	1%	0%	0%	0%	F	0.126	F	0.576	5700	G	2006
From: Birdsong Rd																
(9015) Johnson Rd	0.46	5800	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.549	6300	G	2006
From: South Blvd																
(9015) Johnson Rd	0.37	4100	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.563	4500	G	2006
From: North Blvd																
(9015) Johnson Rd	0.20	3800	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.522	4100	G	2006
From: St Luke St																
(9015) High Pearl St	0.08	2600	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.508	2900	G	2006
From: Virginia Ave																
(9015) High Pearl St	0.22	1400	G	97%	1%	2%	0%	0%	0%	C	0.091	F	0.631	1600	G	2006
From: ST Matthew St																
(9015) Harding St	0.27	810	G	97%	1%	2%	0%	0%	0%	F	0.099	F	0.557	890	G	2006
From: Halifax St																
(9017) Birdsong Rd	0.62	480	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.530	520	G	2006
From: SCL Petersburg																
To: Johnson Rd																
(9021) N Sycamore St	0.18	3900	G	97%	1%	2%	0%	0%	0%	F	0.097	F	0.605	4300	G	2006
From: W Washington St																
(9021) N Sycamore St	0.15	2900	G	97%	1%	2%	0%	0%	0%	C	0.102	F	0.557	3100	G	2006
From: W Tabb St																
To: Bollingbrook St																
(9023) North Blvd	0.57	3200	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.588	3500	G	2006
From: Johnson Rd																
To: S Sycamore St																
(9025) Virginia Ave	0.22	610	G	95%	4%	2%	0%	0%	0%	C	0.139	F	0.588	670	G	2006
From: Gates Lane																
(9025) Virginia Ave	0.32	2100	G	95%	4%	2%	0%	0%	0%	F	0.09	F	0.53	2300	G	2006
From: Harding Street																
(9025) Young Ave	0.20	2400	G	98%	1%	1%	0%	0%	0%	C	0.088	F	0.524	2600	G	2006
From: Halifax Street																
(9025) Young Ave	0.11	3000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.510	3300	G	2006
From: Arlington Street																
(9025) S West St	0.28	3600	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.508	3900	G	2006
From: West Street Young Avenue																
(9025) S West St	0.23	4100	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.548	4500	G	2006
From: Augusta Avenue																
(9025) S West St	0.14	3800	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.507	4100	G	2006
From: Farmer St																
(9025) S West St	0.07	3000	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.534	3300	G	2006
From: W Wythe St																
(9025) S West St	0.63	2100	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.528	2300	G	2006
From: Young Ave																
(9029) S. South St	0.36	2800	G	99%	1%	0%	0%	0%	0%	C	0.081	F	0.504	3100	G	2006
From: Lee Ave																
(9029) S. South St	0.00	0														
To: US 1 Wythe St																

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9029) 123 S. South St	0.09	4400	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.584	4800	G	2006
(9029) 123 N. South St	0.20	7300	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.547	7900	G	2006
(9029) 123 High St	0.02	970	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.519	1100	G	2006
(9029) 123 Canal St	0.20	7000	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.549	7700	G	2006
(9031) 123 Byrne St	0.40	750	G	98%	1%	2%	0%	0%	0%	C	0.108	F		820	G	2006
(9031) 123 S. Market St	0.12	2300	G	98%	1%	2%	0%	0%	0%	F	0.092	F	0.625	2500	G	2006
(9033) 123 Apollo St	0.14	1600	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.597	1700	G	2006
(9033) 123 Jefferson St	0.58	3000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.571	3200	G	2006
(9033) 123 Henry St	0.04	620	F	99%	0%	1%	0%	0%	0%	F	0.109	F	0.6	660	F	2006
(9038) 123 Puddledock Rd	0.40	4700	G	91%	1%	2%	4%	3%	0%	C	0.09	F	0.533	5200	G	2006
(9046) 123 High St	0.58	970	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.661	1100	G	2006
(9046) 123 W Bank St	0.14	2200	G	98%	1%	1%	0%	0%	0%	F	0.108	F		2400	G	2006
(9046) 123 E Bank St	0.11	3000	G	99%	0%	1%	0%	0%	0%	C	0.1	F		3300	G	2006
(9046) 123 Bank St	0.25	2800	G	96%	1%	2%	1%	1%	0%	C	0.104	F	0.507	3000	G	2006
(9046) 123 Bank St	0.21	3000	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.561	3300	G	2006
(9048) 123 W Tabb St	0.09	1400	G	98%	1%	1%	0%	0%	0%	F	0.128	F	0.662	1500	G	2006
(9048) 123 W Tabb St	0.06	1800	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.622	2000	G	2006
(9048) 123 E Tabb St	0.12	1200	G	98%	1%	1%	0%	0%	0%	C	0.124	F	0.535	1300	G	2006
(9053) 123 Baylors Ln	0.65	1800	G	98%	1%	1%	0%	0%	0%	C	0.113	F	0.597	2000	G	2006
(9055) 123 Madison St	0.05	1700	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.914	1900	G	2006
(9055) 123 Madison St	0.18	1500	G	96%	1%	1%	1%	1%	0%	C	0.096	F	0.910	1600	G	2006

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(123) 9055 Madison St	0.07	890	G	96%	1%	1%	1%	1%	0%	F	0.105	F	0.835	970	G	2006
(123) 9057 Fifth St	0.05	410	G								0.112	F	0.697	440	G	2006
(123) 9057 Fifth St	0.08	540	G	85%	4%	2%	4%	6%	0%	C	0.133	F	0.653	590	G	2006
(123) 9059 Flank Rd N	0.20	4100	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.673	4500	G	2006
(123) 9065 S Adams St	0.10	4500	G								0.09	F	0.613	4900	G	2006
Accomack St	270		G								0.12	F		290	G	2006
Cameron St	280		G								0.1	F		310	G	2006
Culpeper Ave	340		G								0.106	F		370	G	2006
Custer St	410		G								0.092	F		450	G	2006
Darby Dr	240		G								0.138	F		270	G	2006
Gordon Dr	270		G								0.099	F		290	G	2006
Homestead Dr	570		G								0.118	F		620	G	2006
Jefferson St	3300		G								0.091	F		3600	G	2006
Kirkham Street	410		G								0.106	F	0.5	450	G	2006
North Park Dr	1000		G								0.111	F		1100	G	2006
Oakmont Dr	90		G								0.141	F	0.571	100	G	2006
Old Church St	270		G								0.103	F		290	G	2006
Patterson Ave	910		G								0.163	F		1000	G	2006
Pleasants Ln	890		G								0.111	F		970	G	2006

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b><u>City of Petersburg</u></b>															
Richmond Ave	720	G								0.096	F		790	G	2006
			From:	Ash St											
			To:	Nash St											
Rollingwood Rd	110	G								0.167	F		110	G	2006
			From:	Valley St											
			To:	Homestead Dr											
South Park Dr	1300	G								0.094	F		1400	G	2006
			From:	Forest Hill Rd											
			To:	West Park Dr											
St Matthew St	3600	G								0.099	F		3900	G	2006
			From:	High Pearl St											
			To:	Harding St											
Talley Ave	590	G								0.292	F		650	G	2006
			From:	Custer St											
			To:	Edmonds Ct											